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HONGKONG, THURSDAY, FEBRUARY 13TH, 1919. 四拜禮

號三十月二年八國民華中

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TIME-TABLE

WEEK DAYS	
7.00 a.m. to 8.00 a.m.	Every 15 minutes
8.00 " " 9.30 " "	" " 10 "
9.30 " " 10.00 " "	" " 15 "
10.00 " " 11.00 " "	" " 20 "
11.00 " " 12.30 p.m.	" " 30 "
12.30 p.m. to 1.15 " "	" " 10 "
1.15 " " 2.15 " "	" " 10 "
2.15 " " 3.15 " "	" " 10 "
3.15 " " 4.00 " "	" " 15 "
4.00 " " 5.00 " "	" " 15 "
5.00 " " 6.00 " "	" " 15 "
6.00 " " 8.00 " "	" " 10 "
NIGHT CARS.	
8.50 p.m., 9.30 p.m., 10 p.m., 10.30 p.m., 11.00 p.m., 11.30 p.m. and 11.45 p.m.	

Extra Cars 1.30 p.m. and 12.00 Midnight.

SUNDAYS

SUNDAYS	
7.30 a.m. to 10.30 a.m.	Every 15 minutes
10.30 " " 11.00 a.m.	" " 10 "
11.00 " " 12.00 noon	" " 15 "
12.00 noon to 1.30 p.m.	" " 10 "
1.30 p.m. to 2.30 p.m.	" " 15 "
2.30 " " 3.30 " "	" " 15 "
3.30 " " 4.30 " "	" " 15 "
4.30 " " 5.30 " "	" " 15 "
5.30 " " 6.30 " "	" " 15 "
6.30 " " 7.30 " "	" " 10 "
NIGHT CARS.	
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Notes.

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TIME-TABLE.

On and after THURSDAY, NOVEMBER 7TH, 1918, until further Notice.

DOWN TRAINS.

Station	No. 1 Express a.m.	No. 2 Through a.m.	No. 3 Through a.m.	No. 4 Local a.m.	No. 5 Through p.m.	No. 6 Local p.m.	No. 7 Through p.m.	No. 8 Local p.m.
CANTON (Tai Sha Tsu)	7.30	8.30	9.30	10.30	1.30	2.30	3.30	4.30
Shum Chun	7.45	8.45	9.45	10.45	1.45	2.45	3.45	4.45
Shung Shui	8.00	9.00	10.00	11.00	1.50	2.50	3.50	4.50
Paoting	8.15	9.15	10.15	11.15	2.00	3.00	4.00	5.00
Tai Po	8.30	9.30	10.30	11.30	2.15	3.15	4.15	5.15
Yuenai	8.45	9.45	10.45	11.45	2.30	3.30	4.30	5.30
Hongkong	9.00	10.00	11.00	12.00	2.45	3.45	4.45	5.45
KOWLOON	9.15	10.15	11.15	12.15	3.00	4.00	5.00	6.00

UP TRAINS.

Station	No. 9 Local a.m.	No. 10 Through a.m.	No. 11 Local a.m.	No. 12 Through p.m.	No. 13 Local p.m.	No. 14 Through p.m.	No. 15 Local p.m.	No. 16 Through p.m.
KOWLOON	6.00	7.00	8.00	9.00	10.00	11.00	12.00	1.00
Hongkong	6.15	7.15	8.15	9.15	10.15	11.15	12.15	1.15
Yuenai	6.30	7.30	8.30	9.30	10.30	11.30	12.30	1.30
Tai Po	6.45	7.45	8.45	9.45	10.45	11.45	12.45	1.45
Paoting	7.00	8.00	9.00	10.00	10.50	11.50	12.50	1.50
Shung Shui	7.15	8.15	9.15	10.15	11.00	12.00	1.00	2.00
Shum Chun	7.30	8.30	9.30	10.30	11.15	12.15	1.15	2.15
CANTON (Tai Sha Tsu)	7.45	8.45	9.45	10.45	11.30	12.30	1.30	2.30

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NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the service mentioned in this
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Station	a.m.	p.m.	p.m.
Fauling	8.30	12.00	2.30
Shataukok	8.25	12.55	3.15
Fauling	11.15	2.00	5.55

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Max. Draft of Ship taken	58 "	68 "	98 "

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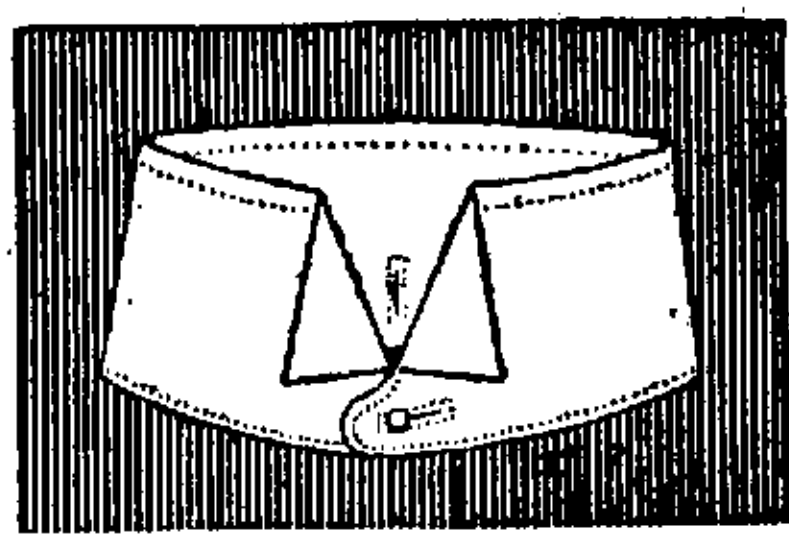
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[48]

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[101]

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"HELL'S HINGES."

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FATTY'S CHANCE ACQUAINTANCE.

BRITISH GAZETTE NO. 497.

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[332]

CRITICISM OF THE GOVERNMENT

ECHO OF A PENANG INCIDENT.

As the result of a speech made by the Hon. Mr. R. C. M. Kindersley, Chairman of the Planters' Association of Malaya, at a recent meeting of the Association held in Penang, in which he decried interperate criticism of the Government, as likely to do harm rather than good, an interesting discussion took place at the last meeting of the Association, at Kuala Lumpur, on January 28th.

Addressing the meeting, the Chairman (the Hon. Mr. R. C. M. Kindersley) said: "Arising from the minutes of the last meeting, I would like to call your attention to the report which appeared in yesterday's *Malay Mail* of a general meeting of the Kajang, D.P.A. I have read the reports of various District Associations, but I find that the Kajang Association is the only one that appears to be in a state of righteous indignation regarding my appeal to the Association at Penang. It is a matter for regret that I should have injured the sensitive feelings of Mr. E. N. Cummins and the unanimous nine members who completed his general meeting. I was given no notice that my appeal was to be discussed, although I presume Mr. Cummins and the Secretary were aware of it, but perhaps it was not desired to hear the other side of the question or to disturb the unanimity of the meeting.

I do not want to detain you. My remarks at Penang are correctly reported in the *Mail* and I do not intend to enter into explanations here. Obviously, it is a matter of opinion whether my remarks were necessary or not. Mr. Cummins politely says that they are not true. That, also, is a matter of opinion. The appeal I made at Penang was the result of careful consideration, and it had the approval of many of the leading planters in the F.M.S. and I presume that those who suspected any having sinister designs against the fair name of the P.A.M. I stand by my opinions. They were given with the view of making our debates more valuable and dignified, and of bringing about better relations with the Government. They were, I venture to believe, in the true interests of the Association.

"A LITTLE BIT OF JAM." In reply, Mr. E. N. Cummins said: "Mr. Chairman, you have made one or two remarks regarding the Kajang D.P.A. of which I have the honour to be chairman. In the first place, our meeting was duly advertised, and you received notice of it. As a matter of fact, however, you have never attended a single meeting since I became chairman nearly a year ago. I can assure you we wish you had been present at the meeting—none of us is anxious to wash our dirty linen in public, and had you attended that meeting this matter could have been thoroughly threshed out then. We were obliged to bring the matter up at the D.P.A. You were wrong to conspire publicly, every individual delegate to the P.A.M. Many of the delegates could not attend that meeting in Penang. It was a poorly-attended meeting, and not a representative one. But as you say, it is public to conspire all of us the matter has to be threshed out publicly. It is not true that the tones of delegates have been very objectionable, or that extremely harsh criticism has been levelled at Government.

On the other hand, continued Mr. Cummins, harsh criticisms were necessary at times, and the Government often treated them in a very rude manner, and at times had been distinctly curt. The Government appears to treat them as members of a small school. They were given a little jam, for which they said "thank you," and sat down again. If they were not given the bit of jam, they still said "thank you," and sat down again.

ENTITLED TO CONSIDERATION. "That is the attitude of Government to the Association, and the same remarks, sir, (addressing the chairman) might be made to you appear to take up the same attitude as Government. I am of the opinion that we, the largest body of planters in the world, are entitled to consideration at the hands of Government. We control one of the largest industries in the world, and if our criticism is, at times, a little harsh towards Government, then it has been well merited upon such occasions, as a matter of practical common sense, they, as a body, had no power, and, in order to obtain anything from Government, he considered that by approaching them in a moderate tone they were more likely to obtain their wishes than by adopting a bullying manner and using very strong language. If Government gave them a plain 'no,' then, as Mr. Cummins had said, they had their remedy by going behind the Government. It appeared to him that many of the members treated their meetings as a sort of safety-valve, and if that were so, he, for one, would rather stay at home in his own bungalow than go a hundred miles or more to use strong language.

Mr. Cummins proposed that the remarks made by the chairman at Penang, touching the matter in question, with the remarks by Mr. Harvey, Mr. Kennedy and others on the same subject, be struck out before the minutes were signed and passed.

This was seconded by Mr. T. H. Murray and carried by 17 votes to 6. The Chairman then said: "I will now vacate the chair. I regret having to do so before my second year of office expires in April, but, after what has happened, I do not care to remain on it. The meeting is not at all a representative one, but it is sufficiently so for my purpose, and if you will excuse me I will now leave."

The Vice-Chairman, Mr. F. G. Harvey, then asked if there was any objection to him occupying the chair, and the answer being "None whatever," he proceeded to do so, and the business of the meeting proceeded.

CLYDESIDE ON THE MAT.

[BY A SCOTTISH CONTRIBUTOR.]

War, although admittedly essentially ignoble, calls out so much that is noble in mankind that we forget that it is only by the law of contrasts that such nobility becomes apparent. It is ignoble to make war, but noble to resist the aggressor; it is ignoble to impose sufferings, privations, penalties, on non-combatants, especially women and children, but it is noble to endure these privations for patriotic reasons. There is much, however, that is endured in war-time that is inevitable, and so it is almost impossible to separate "the sheep from the goats"—to separate those who gladly endure all things for their country's sake from those who only endure because it is good policy to do so; because it is inevitable, the lesser of two evils. Once the restraining forces are removed, the difference is at once revealed. This is evident in relation to the Clyde strikes. That Clyde-side has done great things in the war no one will gainsay; in almost every Scottish regiment, as well as in the service corps, the sound of the Clyde-dale accent is familiar, in many instances predominant, and, in the distribution of awards for bravery, the Glasgow regiment, facetiously named the *Highland Light Infantry*, claims the highest share among Scottish regiments. But in a population which, so far at least as the ship-building industry is concerned, is recruited from many countries—and of the discontented elements of these countries—industrial peace is difficult. The Scottish temperament is proverbially taciturn, phlegmatic; at least in Lowland centres, the excitable "Celtic" temperament is conspicuously absent. The importation of the turbulent "Celtic" element has wrought the temperamental change.

The signs of industrial discontent were apparent long before the cessation of hostilities, and were most in evidence where no sound causes for unrest were observable. It was not the men who had sacrificed their prospects to fight for their country whose voice was heard, but rather the voice of those who, by every means in their power, had resisted all attempts at enlistment, "hedging" with "indispensable" badges. Now it is not for one moment to be maintained that there is not sound cause for reform in Clyde-side, as elsewhere in Great Britain, but it can confidently be stated that this present unrest does not arise from any lack of ideal source. Various and intermittent attempts have been made along the Clyde banks, as elsewhere in Scotland, to introduce little cottage garden houses for the workers, but the workers refuse to inhabit them, preferring smoky, unhealthy, garret tenements in Glasgow, as elsewhere in industrial Scotland, wages, which even in pre-war days were good, have increased enormously, but there has been no corresponding desire for better housing, even where available. Mechanics, with sons all treacherous, sometimes earning a total wage-bill of £36 weekly, live in £10 yearly houses, next door to a labourer earning a fraction of such wages, or a soldier's wife living on a meagre Army allowance. It is not the soldier's wife, nor the soldier himself, nor the labourer, but the 26-a-week man who is the malcontent.

Mr. Lloyd George had the temerity, at an earlier period in the war, to suggest that inebrity was the cause of the irregular work on the Clyde, and this suggestion was howled down; but look at the facts. Is there much evidence of proverbial Scottish thrift (which seems to be the soul of English humour) on the Clyde? At a certain part, the present writer spoke to a vendor, whose sole work-day was Saturday afternoon, when his profits amounted to some 2s. "You must be in comfortable circumstances now," he remarked. "Oh, a' spend it a' on Sunday, on gamblin'." No unnecessary disparagement can affect any good purpose. Clyde-side is as intellectually active as any other portion of Scotland, but, if the truth be told, the aspirations towards higher non-material things is dormant, if not dead, in the working classes. The better class of shops are supported by the middle-classes, and the Clyde-side workman's mind is rarely attracted to books, unless utilitarian and technical ones; good, if connected with some altruistic motive, but they rarely are. What, then, becomes of the spare-time a forty-hours' week affords, so clamorously desired? What sports do the masses of workmen care for? Are they interested in religious questions? Much less than half of Glasgow's population is in any way Church members: of the working-classes, the number would be infinitesimal, were it not for the Roman Catholic element. No reform, of course, is got without agitation, but, as Epictetus says so well, there are things over which we have control as well as those over which we have no control. In the old days, an ambitious Scot would gladly have foregone any home comfort for the sake of intellectual food, but the days of war, the cinema-house and the variety theatre remained the "spiritual" solace of the populace, and if an exceptionally intellectual play or film were billed the drawing correspondingly diminished. The whole aspect is not tragical, as a Colonial soldier might say, but it is a self-respect. Without their time in a period of transition, and probably crudities and irregularities will be common until a full experience of social conditions teaches the public wisdom. Ideals are a paramount necessity, so, also, is self-respect. Without these, reform is a mockery and reconstruction a farce.

LORD WEIR ON THE FUTURE OF FLYING

1,200 MILES NON-STOP FLIGHTS.

Lord Weir, the Air Minister, who was the guest at luncheon of the Manchester Corporation, on December 20th, predicted that within five years navigating an aeroplane in bad weather ought to be as easy as steering a ship under similar circumstances. We now possessed aeroplanes which carried a crew of seven, and thirty passengers, which climbed to a height of 10,000ft., travelled at 100 miles an hour, and could make a journey of 1,200 miles without a stop. These machines would come down, if necessary, on the surface of the seas, float, and rise again with their full load. His lordship predicted an international aircraft convention to settle the lines upon which flying could be undertaken between different countries. Until this became operative, and home legislation had been passed, there could be no private flying at all, either international or in this country. Agreement might be reached in about five months. He thought that a new Government department should spring out of the present Air Ministry, with a small, but highly-paid, staff.

His lordship mentioned that, in August, 1914, the flying services consisted of 235 officers and 1,883 other ranks. In November, 1918, the strength of the Royal Air Force was 30,000 officers and 260,000 men, and about 30,000 women and boys. It might well be that the transport by air would one day rival and even surpass transport by land and water. Machines (as described above) had either been delivered or were under construction in substantial numbers. It was not enough, however, to make machines which were marvels. We must be able to navigate, to the last limit of the possibilities of the machines. He said, with the strongest emphasis, that there had been, and still was, a serious danger of operational aspect being overlooked, or at all events slighted, in favour of the constructional or manufacturing aspect. He perceived no immediate limitation on the constructional side; but he did perceive limitations on the operational side.

WHAT TRAVELLERS DESIRED. Wondrous stunts were performed in the air, and had been immediately useful in the art of war, and would continue to be useful for the testing of machines, but gymnastics and acrobatics in the firmament had really little to do with the operational side of aviation. The air traveller of the future would have no desire to take part in a circus. He would want to be sure that on a given day, to be settled in advance, he could leave, say London, at a certain hour in the morning and arrive, say, at Marseilles, at a certain hour in the afternoon whatever the weather.

"I am an enthusiastic optimist about the future of aviation," continued Lord Weir, "but I hope my optimism is sane, and therefore, I shall venture to insist that, at this highly critical period in the history of the new transport, nothing but harm can come from not facing the factual, and I will add my opinion that the future may be gravely prejudiced by impatience for showy results. The success of the operational side of air transport will depend upon measures which cannot be carried out in five minutes. These measures are: The development of navigational instruction by really sound and severe navigational training, the creation of an energetic meteorological service specially designed to help air transport, the adoption of improved systems of wireless telegraphy and telephony, and the adoption of a first-class system of day and night marking of landing places and aerodromes.

If these measures are taken, I am quite sure that, five years hence, there will be no more difficulty in navigating an aeroplane over a long course in foggy or otherwise bad weather than there is now in navigating a ship. If these measures are not taken, if hard and continuous experimental study is not put into the problems yet unsolved, then, tragically, and with discouragement will certainly ensue. Already we have machines so devised that they can land safely at definite gliding angles entirely without human control. This means that, when the pilot can set his instruments by means of a kite balloon anchored in clear air, he will be able to land with safety in an aerodrome completely fog-bound."

Lord Weir did not think that the best ends of efficiency would be served by keeping civil aviation for a Government monopoly. Co-operation between the activities of the State and the activities of private firms would produce the finest results. The State must be the pioneer; it must help, encourage, guide, and exercise control; it must be in a position to say, "Thou shalt" and "Thou shalt not"; but, emphatically, it must not monopolise. Such a department must be in charge of few men, but of the best available men, who must be highly paid; in charge of men accustomed to wait patiently for results, not of men who wanted to be in the middle of next week before they had got over Sunday. It must be broad-minded enough to engage the interests and enthusiasm of the highest people for the big shipping and other existing transport organisations actively interesting themselves in the development.

The new department should spring out of the existing Air Ministry, which must be reconstituted and reorganised, so as not only to control the administration of the Royal Air Force, but to act as the supreme authority for the development of civil aviation. The first essential step of the new Ministry should be to organise international flying, flying between different countries. This would involve an international aircraft convention.

INTERNATIONAL AIR CONVENTION.

"We have already drafted the articles of this convention, which is being submitted to our Allies," said Lord Weir. "If they substantially approve it, an international air conference will be held, and I have reason to anticipate that, within the next four or five months, the principal nations of the world will have reached an agreement on this momentous matter. Similarly, domestic legislation will have to be passed for the regulation of flying in this country. The draft bill is now ready, and I anticipate that, within a few weeks of the opening of the new Parliament, a useful Act will come into force. Until this convention and this domestic legislation become operative, there can be no private flying at all, either international or in this country. It would be unfortunate if the development of civil aviation was retarded owing to the effect of a series of fatal accidents due to a lack of absolutely necessary regulations. Bigger aviation may chafe under the delay, but I would remind them that legislation or no legislation, the weather of these unique islands is apt to be so variegated, violent, and unpredictable, that, during the next three months, serious flying for transport purposes would anyhow be impossible with our present imperfect navigational arrangements.

"As a part of the help, encouragement, and guidance, the new department will have to provide a thoroughly efficient technical section for research and experimental purposes, which section would work in closest touch with private industry. Substantial public expenditure would be necessary for the opening up of the new avenues of progress and for the development of what is proved to be good in private enterprise. Further, the State should acquire, in permanence, a large proportion of the existing military aerodromes, and should render them available for general use by leasing sheds to private operational companies, and merely charging a fee for landing. In this way, while the State would not suffer, private enterprise would be relieved of an exceedingly heavy capital charge.

"The department should undertake the training of all pilots to be employed on public transport services, whether such services are in the hands of the department itself or in private hands. Such a course would secure public confidence in the efficiency of the pilots, and would provide a reserve of pilots for the Royal Air Force in times of emergency. From the superabundance of machines at its disposal upon the conclusion of peace, and suitable for conversion to commercial use, the State should be ready to dispose of a considerable number at a low price to private operational companies."

"The new department should undertake the mapping out and the marking of aerial routes, the lighting of the same by day and by night, and the inspection and certification of all private aircraft. Above all, it should attend to the special meteorological developments. Finally, the department must be ready itself to undertake mails, goods, and passenger services, wherever private enterprise may be found lacking."

The scheme would cost a lot of money according to pre-war standards, but a very little according to the standards of war. However much it cost, it would not be expensive, for it would serve two ends, of which the value was beyond money. First, it would provide this country with a new and tremendous industry which, in a supreme degree, would constitute and maintain the arterial system of great civilisation of the future. Second, it would do honour to consummate, and justify the magnificent work begun by those who were dead and whom they mourned.

ANXIETIES OF HOLLAND.

There are several Dutch problems which need solution. One of them concerns the future status of the mouth of the Scheldt, which the Belgian Government officially declares must be changed at an early date, while Holland wants, if possible, that everything shall remain as it is, and the mouth of the Scheldt remain Dutch as before, despite the fact that the events of the war have proved that it is only fair that Belgium should control the mouth of a river which is generally described as "Belgium's lung."

Then there is the question of the Limburg territory, which was handed to Holland by the Powers in 1839, despite the Belgian protest, thus bringing about the situation which recently made possible the transit of German unarmed troops from Belgium into Germany over Dutch territory. It is feared in Holland that Belgium, backed by the Allies, will demand that this territorial anomaly, on which the Powers agreed, in 1839, at the expense of then neutral Belgium, shall be remedied now that Belgium is no longer neutral.

HONGKONG DEFENCE CORPS.

(ADMINISTRATIVE ORDER BY MAJOR H. A. MORRIS.)

FUNDING.

The funeral of the late Corporal Tulip, M.-Gun Company, will pass the monument at 5 p.m., on Thursday, 13th instant.

All ranks of the M.-Gun Company will attend. Other units are invited to attend.

Dress (except for firing party who will receive special orders), Cap, tunic, trousers, belt, sidearms.

E. R. STRAW (Capt.), Adjutant, H.K. Defence Corps.

Hongkong, February 12th, 1919.

WHOLESALE PLUNDER OF CIGARETTE AND TOBACCO VILLAGE.

ALLEGED LEADER ON TRIAL.

The hearing was continued at the Magistracy, yesterday, before Mr. J. R. Wood, of the application made by the Chinese Authorities for the extradition of a Chinese who is alleged to have been the leader of a marauding band, which invaded a Chinese village.

Mr. Leo Longinotto (Assistant Crown Solicitor) appeared in support of the application.

The prosecution alleged that prisoner was the leader of a gang of 600 bandits who entered a village, and, after over coming the watchmen, ransacked the houses, killing several people. They next set fire to the village and carried away about 120 of both sexes into captivity, with a view to claiming ransom. Some of the people were subsequently released. One day, while one of the victims was walking along Causeway Bay, he recognised the prisoner and denounced him to the Police, who arrested him.

A witness stated that on October 8th, 1918, the day of the invasion, he was in the village, and heard a gong being sounded. This gong was used as an alarm in times of danger. Witnesses went up to the fort and saw the brigands enter the village. They burnt houses and killed people. The brigands were afraid to enter the fort where witnesses remained. The brigands also kidnapped people and set fire to fifteen houses. He was a witness of the outrage, and recognised the prisoner, who held an automatic pistol in his hand and was busy gathering straw to set fire to the houses. Prisoner belonged to the same district as witness.

At this stage, Mr. Wood informed Mr. Longinotto that fresh charges would have to be framed against the prisoner and the case was consequently remanded till to-day.

SMUGGLING AIMS INGENIOUS METHODS.

An old Chinese, who has just arrived in the Colony from abroad, on his way to Canton, was searched on board the *On Lee* by Sergeant Fallon and a Chinese detective, the Police having had information that he intended to smuggle ammunition into China. Sergeant Fallon searched the man's luggage and found parts of a Winchester rifle in fourteen different packages.

The man was arrested and produced before Mr. R. E. Lindell, at the Magistracy, yesterday.

Defendant pleaded ignorance of the law, stating that he was a stranger to the Colony. A friend gave him the parts of the rifle to bring to the Colony.

Inspector Boulger informed the Magistrate that it was a very cunning way of smuggling rifles into the Colony. Several men brought in different parts of a rifle, and, if they escaped detection, they went to China and put the parts in place. When he was in the Water Police, he remembered several instances in which Chinese brought rifles into the Colony and were arrested by the Police on arrival. After some time the smugglers changed their methods, under the advice, no doubt, of stewards of the American steamers on which they travelled, and attempted to smuggle parts of rifles to be used in the strife in China.

Mr. Lindell fined defendant \$25.

"A NICE (1) LITTLE BOY HAD A NICE CAKE OF SOAP."

A dirty, untidy-looking Chinese youth was produced before Mr. R. E. Lindell, at the Magistracy, yesterday, and charged with the theft of a box of perfumed soap.

Complainant stated that while hawking goods in Stanley Road, he felt a tug at his tray, and, turning round, noticed defendant and another boy running away. As there was no one to help him at the time, he did not chase the boys, but, a few minutes later, he noticed defendant offering the soap for sale at three cents a cake. He then informed a constable, who arrested the lad.

The defendant said he bought the soap from a small boy for six cents.

Inspector Boulger informed the Magistrate that every opportunity of finding the boy in question had been offered to the defendant, who, however, refused to go out.

The Magistrate: What did you buy the soap for?—Defendant: To wash my clothes. My mother is a seamstress. The Magistrate: And you disgrace her by selling ten dollars with the alteration of fourteen days' hard labour.

THE FOLLOWING IS THE SUBSCRIPTION LIST TO DATA:

Acknowledged to December 7th, 1918

Since received:—

Mr. F. G. Becke, Whampoa, Decem- ber subscription \$20.00

Hon. Treas., Hongkong War Charities' Fund 18.00

Interest to December 31st 4.04

"M. S. S." January sub- scription 5.00

Collected by Mrs. T. Ar- thur, List No. 18 392.00

\$430.04

Expended to December 7th, 1918, 30,487.98

Since expended:—

50,000 cigarettes to Mid- dlesex Regt. at Vladivostok

55,000 cigarettes to Sol- diers and Sailors in Hongkong

20,000 cigarettes to Mesopotamia Ex- peditionary Force

100,000 cigarettes sent to the Troops at the Front \$784.52

\$31,272.50

Balance in hand \$307.77

W. A. DOWLEY (Hon. Sec. and Treasurer).

Hongkong, 4th February 1919.

OXFORD PRELIMINARY EXAMINATION.

LOCAL SUCCESSORS.

The following have gained certificates in the Oxford Preliminary Examination:

St. JOSEPH'S COLLEGE.—A. A. Gil, A. E. Tavares, H. A. Silva, C. C. Tong (3rd class honours), J. E. Noronha, C. Roza, S. H. Garrod, A. D'Almeida, A. Gomez, A. G. Abbas, M. Umoto, A. Wahr, A. A. Botelho, T. C. Keung, K. Y. Yung, K. L. Chau, Y. Tang, K. W. Lau, M. Ono, and C. L. Yang.

DIOCESAN BOYS' SCHOOL.—D. V. Lopes, K. C. Yeung, M. K. Li, H. K. Kwok (2nd class honours), K. Tyson, E. V. Reed, A. B. Hanson, Y. K. Kwok, L. S. Chau, C. H. Im, B. L. Kang, R. C. Reed, H. J. Prata, W. Zimmermann, C. F. Wong, Y. L. Chiu, C. C. Im, P. L. Kwok, K. Lo, and J. L. Howell.

MACAO ENGLISH COLLEGE.—Y. Chung, C. Y. Yu, T. W. Tai, H. S. Tsang (3rd class honours), S. H. Tam and H. W. Pau.

St. STEPHEN'S COLLEGE.—W. B. Ma, K. C. Chao, P. C. Lee, K. C. Lau, and S. S. Cheung.

BELLIUS PUBLIC SCHOOL.—B. Chenalloy, H. N. Chau, K. S. Cheung, K. C. Hung, K. Chiu Hung, K. F. Hung, W. F. Kwan, C. N. Tsang, A. Silva, L. Vas, E. Chenalloy and C. Wong.

St. PAUL'S, CAUSEWAY BAY.—D. M. Windbank, P. G. See Chin, N. H. Hazeland and M. E. Lourerico.

SPORT.

LEAGUE CRICKET.

UNIVERSITY v. NAVY.

The following will represent the University, at home, in the above League match, on Saturday:—A. H. Ramjahn (Capt.), W. Gittins, S. K. Chua, R. A. Ponsonby, Fane, K. S. Lim, G. E. Marley, M. P. Chou, D. K. Saun, A. Redmond, T. L. Cheah, and J. D. Wright.

AN OPIUM CASE.

At the Magistracy, yesterday, before Mr. J. R. Wood, a Chinese was charged with being in unlawful possession of a tael and a half of opium.

Defendant, who was arrested on the *Kiashan*, said he took the opium on board the steamer for the use of the crew.

Mr. Wood fined defendant \$100.

CORRESPONDENCE.

A CORRECTION.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

Sir,—I notice a paragraph in this morning's issue of your paper to the effect that the Asiatic Petroleum Company's 4-masted bergs, *Jordanhill*, is at present in Taikoo Dockyard, being installed with two internal combustion engines.

May I point out that this ship has nothing to do with the Asiatic Petroleum Co., left Hongkong 13 days ago, did not go near Taikoo Dockyard while here, and was not installed with internal combustion engines—I am, etc.

A LOVER OF TRUTH.

Hongkong, Feb. 11th, 1919.

[Our information is that the ship did go into dock, and that she was intended to be fitted with engines for the Asiatic Petroleum Co., but these arrangements were cancelled owing to the changed position in Europe.—Ed. H.K.D.]

THE "CHIYUEN" FIRE.

FINDING OF THE SPECIAL COURT OF INQUIRY.

NAKED LIGHT IN THE HOLDS.

The special court, ordered by the Government of Burma to inquire into the causes which led to the fire in No. 2 hold of the *Chiyuen*, of Hongkong, at about 8.45 p.m., on December 18th, while she was buoyed at No. 2 off Oliphant Street jetty, Rangoon, has arrived at the following finding:—The *Chiyuen*, a Chinese-owned ship, 37 years old, was burnt on Dec. 18th at her moorings in the Rangoon river. Between decks under the bridge were about 50 tons of coir rope. The fire appears to have started owing to some coils on top becoming ignited. No one appears to have noticed it until the flames had got a strong hold. A portion of the Chinese crew had quarters in the 'tween decks close to No. 2 hatch. These men were the first to discover the fire and give the alarm. The deck officers proceeded at once to the scene and attempted to separate the un- touched rope from the burning coils, but it was found impossible to do so. Mean- while, the engineers got the steam pump working. On the bridge, above the place where the coir was stowed, were the quarters of the English officers. In a few minutes all this structure was in flames. The ship's hose was unavailing. The port fireboats, *Firefly* and *Salweid*, arrived about half an hour later. In spite of every effort, the ship could not be saved and the master abandoned her at 1 a.m. Besides the coir rope, she had about 9,000 bags of bran in her holds and the loading was actually going on at the time the fire broke out. Open lamps, oil flares, were being used for lights.

THE COURT'S REPLY.

After hearing the master's evidence and that of the chief engineer, the court was of the opinion that it was possible the master's certificate might have to be dealt with, and, accordingly, two assessors, masters of ships now in port, were appointed. The questions propounded for the court's decision are reproduced in the proceedings. The court offers the following replies:—

1. There is no definite evidence as to what caused the fire. The 'tween decks are ventilated by eight air shafts, which open out through small doors in the walls of the bridge house. It is possible a lighted cheroot or cigarette or match may have been thrown down on to the coir rope through one of these and set this very inflammable material on fire.

2. It is admitted that rule 60 of the Rangoon Port Rules was not observed. Open flames were used in the hold and 'tween decks during loading, and it is clear from the evidence that no serious effort was made to prevent smoking in prohibited parts of the ship.

3. The rule appears to be usually observed in the port, save in respect of ships like the *Chiyuen*, Chinese-owned. The court considers it a very necessary rule and that it can be fairly adequately enforced, if due attention is used. It does not appear to apply to the bunkers.

4. On account of the non-observance of rule 60, it cannot be said that the cargo was loaded in accordance with the custom of the port. As usual, in Chinese ships, the *Chiyuen* carried a compradore who was solely responsible for the cargo. There was no competent supervision of the loading and no competent stevedore was employed.

5. Fifty tons of coir rope had been loaded 'tween decks. This is a highly inflammable material. The court considers that extra precautions should have been taken in respect of such a cargo. The 'tween decks was not a suitable place, as a portion of the crew had their quarters there, and accidents might easily happen through lights being thrown down through the air shafts.

6. The court considers that everything possible was done by the ship's officers and crew to control and put out the fire.

7. In spite of the fact that the same procedure is used on all Chinese ships, the court considers the masters to blame for failing to observe rule 60 and to exercise more supervision in the loading. Rule 60 of the harbour rules says: "No person shall smoke or use naked lights of any description in the hold or between decks, or in any enclosed space on the upper deck in which stores, cargo or inflammable material is stored on any vessel within the harbour." At the same time, there is no evidence to show that the fire arose in consequence of a breach of rule 60. If the court's con- clusion is correct, the fire was caused by carelessness on the part of someone smoking on the deck, where smoking is not prohibited. The loss of the ship cannot be attributed to the master's wrongful default, unless it be held that he should not have followed the universal custom in such ships and left the compradore entirely to his own devices, and that he should have seen that the coir rope was stowed in some place where it would be protected from accidental fire. The court has no other observations to offer on the conduct of the officers of the ship and does not consider that the master's certificate should be dealt with.

8. The court is unable to say whether any blame attaches to any other person for the outbreak of the fire.

(Continued as foot of next column.)

WORLD'S SHIPBUILDING.

2,144 VESSELS OF 6,371,388 TONS UNDER CONSTRUCTION.

BRITISH EMPIRE—2,043,214 TONS.

Lloyd's Register Shipbuilding Returns, on making their reappearance, deal with the quarter ended September 30th.

It has not been possible to compile complete information of the industry throughout the world. The returns com- prise all merchant vessels in course of construction in the United Kingdom, the British Dominions, and Allied and neu- tral countries. Warships and vessels, built to the order of the Admiralty for other than mercantile purposes, and ferro-concrete vessels, are excluded.

UNITED KINGDOM.

Ships.	Tonnage.
Sept. 30th, 1918	383 1,746,933
June 30th, 1918	392 1,815,013
Sept. 30th, 1917	390 1,870,551

Of these ships, 139 are between 5,000 and 6,000 tons; 38 between 6,000 and 8,000 tons and 27 between 8,000 and 10,000 tons. There are six between 12,000 and 15,000 tons, and two between 20,000 and 25,000 tons; none being over this size.

During the quarter, 84 vessels of 341,341 tons were begun and 67 of 236,084 tons were launched.

If to the United Kingdom tonnage under construction are added the vessels building in Canada and the other British Dominions—190 of 301,281 tons—there is a total for the Empire of 588 vessels and 2,043,214 tons.

The world's total is 2,144 ships of 6,371,388 tons. Outside the British Em- pire, the following is the construction of the leading countries:—

Ships.	Tonnage.
United States	1,020 3,332,709
Japan	127 260,875
Holland	105 204,630
Italy	90 132,770
Sweden	64 83,871
Norway	78 77,808
Denmark	30 51,153
France	7 39,700

"PACIFIC PORTS"

A NEW FOREIGN-TRADE PUBLICATION.

The well-known firm of Messrs. Frank Waterhouse & Company, of Seattle, U.S.A., one of the largest shipping concerns on the Pacific Coast, realizing the tremendous interest everybody now has in countries on the Pacific in connection with the great volume of trade that is soon to develop between these coun- tries and the rest of the world, has organized a Bureau of Information de- voted entirely to trade and com- merce, with headquarters in Seattle and branch offices in all the principal cities in the United States. They are now organizing similar institutions in all the principal ports of the Far East.

Mr. J. H. Giles, manager of "Pacific Ports" for the Far East, is now in Hongkong arranging for the opening of the Hongkong Bureau. Mr. Giles says that this Bureau will be at the service of all firms desiring information regard- ing trade matters in any of the countries on the Pacific. This Bureau is intended to furnish information on Chinese native products and trade conditions in general to foreign firms seeking this information, and to give specific information to manu- facturers desiring to enter this market. This is not to be confined to American enterprise but is international in its scope, serving any firm in the world interested in trade on the Pacific Ocean. Being a shipping firm, Messrs. Frank Waterhouse & Company are directly interested in developing trade on the Pacific, and, in doing so, are naturally helping the shipping industry. They are not in the merchandise business and are not competing with anyone engaged in imports and exports.

The mouth-piece of the Service Bureau is a monthly publication called *Pacific Ports*, which, we are informed, will have the largest circulation of any trade magazine in the world. The best authori- ties on trade information that can be obtained will contribute monthly articles from all the principal ports in the Far East, making this magazine indispensable to all those who wish to keep themselves well posted on foreign trade.

The co-operation of the business inter- ests of the Far East is currently desired in making this work as constructive as possible.

ASSESSORS' OPINIONS.

The opinions of the assessors were as follows: "After hearing the evidence of the master and chief engineer of the *Chiyuen* read over, also the evidence given by the chief officer of the *Chiyuen*, I think if the captain was censured or cautioned for allowing naked lights to be used in the holds, it would be quite sufficient. My reasons for forming this opinion are: The captain on all Chinese-owned ships has really nothing to do with the stowage of cargo; this is all taken out of his hands by the compradores and agents. The captain's authority is abso- lutely over-ruled, and, from long experi- ence, I find it is the same on all Chinese-owned ships. The compradores superin- tend the loading of all cargoes and supply all lights required by the steve- dore. It is acknowledged by the major- ity of people that naked lights are fre- quently used, in Chinese-owned ships' holds in the port of Rangoon. I approve of the finding of the court." This was signed by Capt. Jenkins. Capt. Buswell certified: "I agree with the above opinion, but consider, the Port authori- ties should draw the attention of owners of Chinese steamers to the rules of the port in regard to naked lights." All the members of the crew, with the exception of those examined, were sent back to China shortly after the fire.

S & W BRAND FOR QUALITY FRUIT, FISH, and VEGETABLES in tins.

Now that food is so costly, and food conservation is so vital you should take every precaution to buy the best; it goes farthest, and we can supply that quality at excep- tionally low prices.

Just Received from AMERICA

CANNED PEARS, PEACHES, APRICOTS, RASPBERRIES, GOOSEBERRIES, BLACKBERRIES, EGG PLUMS, GREENGAGES, PINEAPPLES, BLACK CHERRIES, WHITE CHERRIES, FRUIT SALAD.

Californian Sardines in tins with Tomato, Mustard, Soured, Fresh.

An excellent Breakfast Dish.

ASPARAGUS, BRUSSELS SPROUTS, CARROTS, STRING BEANS, RIPE OLIVES, CAULIFLOWER.

Piemontes Morrones, Bonele's Sardines.

French Style Mustard, Dill Pickles.

LANE, CRAWFORD & CO.

VICTORIA THEATRE.

February 13th, 14th, 15th, and 16th, 9:15 p.m. Performance.

AMERICAN GAZETTE NO. 24.

THE COUNT OF MONTE CRISTO

Epoch 6—The Three Vengeances.

In this epoch, the Count rapidly completes his schemes for the downfall of the three men who were responsible for his years of misery at the Chateau D'If.

COTTRELL BROTHERS

Eccentric Acrobats.

Miss SOPHIE COTTRELL in Songs and Dances.

MATINEE

Sunday, February 16th, at 6 p.m.

THE MAN INSIDE

Presents Edwin Stevens.

BOOKING AT ANDERSON'S.

SHING KEE CO.

SODA MERCHANTS, IMPORTERS AND EXPORTERS OF

Caustic Soda, Soda Ash, Murate of Ammonia, Silicate of Soda, Refined Bicarbonate of Soda, Mineral Water, and Soda Crystal, Bleaching Powder, Sulphur Acid, Sulphate of Ammonia, etc., etc.

ALWAYS IN STOCK.

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Wm Powell Ltd.

TELEPHONE 346

Eiderdown Quilts

6' x 7' 6' x 6' 6' x 4'

and Cot Sizes.

2' x 3' 3' x 4'

IN PLAIN JAP SILK & SATEEN

and many beautiful designs in

Printed Satin.

These Quilts having arrived rather late in the Season have been marked at exceptionally low prices.

EW ADVERTISEMENTS

TENNIS TOURNAMENT.

ENTRIES for the above Tournament close on SATURDAY, FEBRUARY 15TH, 1919.
P. M. HODGSON,
Hon. Secretary.
(330)

WANTED.

DRAUGHTSMAN with experience in reinforced concrete designing preferred. State experience, etc., and salary required. Apply—
Box 331,
Care of "Daily Press" Office.
(331)

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of \$1.00 per Share, declared at the Ordinary Meeting of Shareholders, held this Day, will be PAYABLE at the HONGKONG AND SHANGHAI BANKING CORPORATION, on and after TUESDAY, FEBRUARY 11th, 1919. Shareholders are requested to apply to the Office of the Company for Warrants. By Order of the Board of Directors,
W. E. CLARKE,
Secretary.
Hongkong, February 11th, 1919. (322)

Re DR. HAROLD MACFARLANE,
Deceased.

ALL PERSONS having any Claim whatsoever against the Estate of the above-named Deceased who died on the 7th day of February, 1919, at No. 2, Humphrey's Buildings, Kowloon, are requested to send particulars of the same in writing to me the undersigned on or before the 10th day of February, 1919.
Dated this 11th day of February, 1919.
E. L. AGASSIZ,
No. 24, Queen's Road Central, Hongkong,
Solicitor for the Executors. (323)

DIOCESAN BOYS' SCHOOL.

NEXT TERM begins on MONDAY, February 17th, 1919, at 8.45 A.M. Parents or Guardians wishing to place boys at the school should, if possible, see the Headmaster between 9 A.M. and 1 P.M. any day before February 17th.
Rev. W. T. FEATHERSTONE,
Headmaster. (32)

WANTED.

BOTTLES for Mineral Waters—10 and 12 oz. Codd's.
Reply giving prices, etc., to—
Box 331,
Care of "Daily Press" Office.
(331)

WANTED

CHIEF OFFICER for "SISMAN"
Apply—
GERMINE CIGAR STORE,
18 Nathan Road, Kowloon.
(326)

FOR SALE

ONE NEW 16 inch "GREEN'S" LAWN MOWER complete.
Price \$20.00 or nearest offer.
Apply—
P. R. L. 1st C. B. MANCHESTER ROAD,
Mt. Austin Barracks,
where it can be seen. (320)

A. G. DA ROCHA,
AUCTIONEER, SURVEYOR AND
GENERAL BROKER.

FAVOURED with instructions from the Concerned,
will sell by Public Auction on SATURDAY, FEBRUARY 15th, 1919, at 11 A.M., at his Sales Room, Queen's Road Central,
A QUANTITY OF MISCELLANEOUS GOODS,
Comprising:—
Blankets, Serge, Cold Cream, Cosmetics, Blanc de Perle, Oatmeal Soap by Graham Bros., Chicago, Morning Dew Complexion Soap by American Perfumery Co., Chicago, 7 Tea Ceylons, Brushes, 5 Acetylene Lamps and a long line of Sundries.
Terms:—Cash on Delivery.
Hongkong, February 11th, 1919.

A. G. DA ROCHA,
AUCTIONEER, SURVEYOR AND
GENERAL BROKER.

FAVOURED with instructions from the Concerned,
will sell by Public Auction on TUESDAY, FEBRUARY 18th, 1919, at 11 A.M., at the Kwong Sang Shipyard at San Sai Po,
ONE STEEL TUG, built in 1911 for the French Navy, bottom part galvanized plates, compound engines, 10 x 20 1/2 inches strokes, "No boiler".
Particulars of Hull: 78 feet long, 18 feet in breadth, 6 feet deep.
The hull was repaired recently.
A launch will leave Blake Pier at 10.30 a.m. on the day of the sale to convey intending purchasers.
Terms:—20% deposit to be paid immediately on the fall of the hammer.
Hongkong, February 11th, 1919. (324)

The Undersigned have received instructions to sell at their Sales Room, No. 8, Des Vaux Road, Corner of Ice House Street,
One Upright Cottage Piano, specially made for the climate by Francis Bacon, New York. (Practically new).
One Boudoir Grand Piano, by Collard & Collard, in good condition.
Particulars from the undersigned.
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.

AUCTIONS

PUBLIC AUCTIONS.
BY APPOINTMENT.

G. R.
HUGHES AND HOUGH,
AUCTIONEERS TO THE GOVERNMENT AND ADMIRALTY.

General Auctioneers,
Share, Coal and General
Produce Brokers
and
Commission Agents.
PROPRIETORS
"TO-KWA-WAN COAL"
STORAGE.

ORDERS UNED. BENTLEY'S
A.B.C. 4th & 5th EDITIONS
At Telegraphic Code.
Telegraphic Address "MERIDIAN"
Hongkong

PUBLIC AUCTION.

The Undersigned have received instructions from C. H. GALE, Esq., to sell by Public Auction,
on
FRIDAY,
the 14th February, 1919, at 2.30 p.m., at his residence "Galesend," 109, The Peak,
THE WHOLE OF THE
VALUABLE HOUSEHOLD
FURNITURE,
do., do., do.,
contained therein,
comprising:

Large Upholstered Chesterfield Sofa and Arm-chairs, by Maple, London, Occasional Tables, Lady's Teakwood Bureau, Carpets and Rugs, Pictures, &c., Extension Dining Table (4 spare leaves) Sideboard, Dining Chairs, &c., and a complete set of Table Glass, "Buted," Wet and Dry Bulb Thermometer, Antique Sheffield Plate Tea Tray, Silver Fruit Dish, &c.
White Enamelled Bedroom Suite (specially made to owner's design) (as good as new) Nursery Furniture, White Enamelled Children's Tricycle, Rocking Horse, Camphorwood Linen Press, and Hot-room Cupboards, Singer Sewing Machine, Bathroom, and Kitchen Utensils, including Large Kitchen Stove with Boiler,
ALSO
Upright Overstrung Cottage Piano by Montie in good condition, Barograph and Stand, American Ice Chest, Lady's carrying chair, Lawn Mower, Stone Roller, and a number of Pot Plants, Maiden Hair Fern, &c., &c.
(Full Particulars from Catalogue).
On view from the 13th inst. at 2.30 p.m.
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.

The Undersigned have received instructions to sell by Public Auction,
(For Account of the Concerned),
ON SATURDAY,
February 15th, 1919, at 10.30 A.M., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,
Several lengths of Blue Serge GOOD QUALITY to be sold without reserve,
also
A consignment of Gen's Straw Hats, &c.
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.

The Undersigned have received instructions to sell by Public Auction
(For Account of the Concerned),
ON TUESDAY,
February 18th, 1919, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,
A LARGE QUANTITY OF
USEFUL HOUSEHOLD LINENS, DRAWN WORK, AND EMBROIDERIES,
comprising:—
HOUSEHOLD LINENS:—Fingle and Double Plain and Hemstitched Sheets, Pillow Cases, Double White Sain Quilts, Linen Damask Serviettes, Glass Cloths, Bath Towels, Face Towels, &c., &c.
DRAWNWORK:—Bedspreads, Pillow Cases, Tray Cloths, &c., &c.
EMBROIDERIES:—Bedspreads, Table Covers, Tea Cloths, Runners 18 by 64 in. A few lots of Attache and Pillow Valises. (All new goods and small lots to suit purchasers).
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.

The Undersigned have received instructions to sell by Public Auction
(For Account of the Concerned),
ON WEDNESDAY,
February 19th, 1919, at 11 A.M., at Kwong Tuck Cheong's Shipyard, To-Kwa-Wan,
ONE COMPLETE SET ENGINES AND BOILER IN GOOD WORKING ORDER,
Description:
Set of Compound Engines, 16 x 23 x 24 stroke.
Boiler, 15 x 10¹/₂, working pressure 120 lbs. on Veritas survey.
To be sold in one lot, together with Engine Seat, Shaft and Propeller and all piping, &c., connected with the above-mentioned Engines and Boiler.
Also
Anchors and Chains, Wooden Mast, and
A Navigating Compass.
On view at Kwong Tuck Cheong's shipyard. Launch to convey intending purchasers will leave Blake Pier at 10.30 A.M. on date of sale.
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, February 11th, 1919. (321)

INTIMATIONS

HUMPHREYS ESTATE AND FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS in this Company will be held at the HONGKONG HOTEL, Hongkong, on SATURDAY, FEBRUARY 15th, 1919, at 11.30 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1918.

THE TRANSFER BOOKS of the Company will be CLOSED from the 8th February to the 15th February (both days inclusive), during which period no Transfer of Shares can be Registered.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, January 29th, 1919. (323)

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 22nd day of FEBRUARY, 1919, at Noon, for the purpose of receiving the Report of the Directors, together with a Statement of Accounts for the year ending the 31st December, 1918.

THE REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, February 10th, to SATURDAY, February 22nd, 1919 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors,
N. J. STABB,
Chief Manager.
Hongkong, February 4th, 1919. (325)

G. R.
NOTICE.

THE PASS OFFICE will be REMOVED from the Central Police Station to the top floor POST OFFICE BUILDING on Feb. 10th. From that date onwards, Permits to leave the Colony will be issued from there and not the Central Police Station.

ALL PERSONS, with the exception of those of Chinese race desiring to leave the Colony should apply in person between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Applicants will be required to produce Passports or identification papers. All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1916.

Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations. The Penalty for non-compliance is a fine not exceeding \$50. 40

G. R.

WAR DEPARTMENT CONTRACTS.

SEALED TENDERS will be received at the Headquarters Offices, Victoria Barracks, Hongkong, until 12 o'clock Noon on the dates stated, for the under-mentioned services for a period of twelve months from April 1st, 1919:—

Fuel and Washing, 17th February, 1919.
Forage and Indian supplies, 18th February, 1919.
Meat and General Supplies "A," 21st February, 1919.
General Supplies "B," 22nd February, 1919.
Hospital Supplies, 25th February, 1919.
Barrack Supplies, 26th February, 1919.
Transport Services, 2nd March, 1919.
Forms and other particulars may be obtained personally at the above Offices between the hours of 10 a.m. and 1 p.m.
Tender forms must be properly filled up, signed, and sealed, and delivered in a sealed envelope marked "TENDER FOR FORAGE, ETC."

Tenders must be, and will not be entertained unless accompanied by a deposit of \$100 as a guarantee of good faith, such sum to be forfeited to the State if the tender fails to attend at the Headquarters Offices, after twenty-four hours' notice in writing being left at the tenderer's address, or fails to send in samples within twenty-four hours of written application being left at the said address, or refuses to accept a contract allotted to him. The right to reject all, or any, tenders is specially reserved. (318)

THE
DIRECTORY
AND
CHRONICLE
FOR

CHINA, JAPAN, PHILIPPINES,
STRAITS SETTLEMENTS,
ETC.

1919 EDITION
(57th Year of Publication)

READY ON FEBRUARY 15th

PRICE:
Large Volume \$11.00
Abridged 7.00

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HONGKONG DAILY PRESS, L.D.

INTIMATION



WATSON'S

Emulsion of

COD LIVER
OIL

with Hypophosphites.

A Highly Nutritive Food and

Nerve Tonic.

Agreeable to the taste and very

readily digested by Delicate

Children and Invalids.

PREPARED BY

A. S. WATSON &
CO., LTD.,

HONGKONG DISPENSARY,

TEL. 16.

BIR. H.

Held At Peak Hok Tung, Canton, China, on the 11th February, to Mr. and Mrs. ARTHUR VIVIAN HOOG, a son. (327)

MARRIAGE.

BROWN-TAYLOR.—At the Peak Church, on February 11th, by the Rev. H. Copley-Moyle, M.A., Henry Davenport, son of J. H. H. BROWN of 38, Unlands Road, Hornsey, London, to Miriam Elizabeth, only child of the late SAMUEL M. TAYLOR, U.S. Consul at Birmingham, and of Mrs. Taylor. (329)

DEATH.

TUNG.—At the French Hospital, Wan-chai, on February 12th, WILLIAM TULIP, draughtsman, Hongkong and Whampoa Dock Co., Ltd., aged 38 years. Funeral will pass the monument, at 5 p.m., to-day. (328)

HONGKONG OFFICE: 10A, DES VAUX ROAD, C. LONDON OFFICE: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 13TH, 1919.

THE ALLIES' BILL AGAINST GERMANY.

Those who have read the election speeches of the leading members of the Government will hardly need the assurance given in a recent telegram that there is no weakening in the British demand that our enemies shall make proper reparation for the damage which the Allies have sustained as a consequence of the war. Mr. LLOYD GEORGE pointed out at Bristol that, by the jurisprudence of every civilized country in the world, the loser in any lawsuit pays the costs. Apart from the question of equity, there is another reason why Germany should foot the bill. The expenditure of Great Britain has been greater than that of Germany—probably seven or eight thousand millions sterling as compared with six or seven thousand millions—and this difference, if allowed to remain, would seriously handicap us in future competition, owing to the fact that the population and area of the British Isles are little more than half those of Germany with the impending addition of German-Austria. It should be an easy for Germany to pay the interest on £14,000,000,000 as for us to pay the interest on £7,000,000,000. Germany, says Mr. LLOYD GEORGE, must pay "up to the full limit of her capacity," and, of course, her own war debt, which

is almost entirely internal, will have to wait until her other liabilities are discharged. Great Britain, however, is not the only claimant. The total bill presented by the Allies amounts to £24,000,000,000, though this is now under revision by the Conference at Paris. Interest on that sum at 5 per cent. would absorb £1,200,000,000 a year. The question is: Can Germany meet this demand? Before the war, the financial advisers of the British Government computed Germany's wealth at between fifteen and twenty thousand millions sterling, and although the British Imperial Commission, which has been investigating the subject recently, regards this as an under-estimate, it appears doubtful whether the Allies could fully reimburse themselves even if they left Germany nothing. It is obviously impossible, however, to do that, for the people must be given the means to work in order to make the wealth available. The Prime Minister, however, hopes it will be found that Germany's capacity to pay will "go a pretty long way." There are two difficulties to be overcome. In the first place, the necessity for maintaining a large Army of Occupation in Germany for an indefinite period must be obviated, for not only would it be likely to provoke a fresh conflict, but it would deprive Great Britain of thousands of men required for industry. Fortunately, it is believed that the necessary pressure to compel Germany to pay the indemnity can be exercised by economic and international means. Again, the debt must not be paid by dumping sweated goods into Great Britain, because that would seriously disorganize the labour market. There was a great outcry against the influx of articles "made in Germany" before the war, when the balance of trade between the two nations was not more than between twenty and thirty millions sterling. The situation may be imagined if goods to the value of four hundred millions a year—the interest on our war debt of, say, eight thousand millions—were received free of cost. Experts are of opinion that this can be avoided. M. LOUIS GUERIN, who visited Germany several times during the war in his capacity of president of the Victualling Committee for the invaded Regions of France, urges the surrender of the largest sum in ready money that can be obtained from the debtors, gold securities, neutrals' bills at sight, and also all securities taken from banks and private houses. Next, payment in kind all State plant and machinery, all available raw materials, without reference to the recovery of stock and property of all kinds carried off by the Germans from occupied territory. Then, the timber in the magnificent State forests of Central Europe should be utilized, and the extensive coal and salt mines brought into the account. The entire Fleet should be delivered up—and, presumably, a portion of the mercantile marine—as well as railway stock in good repair. Finally, the minimum figure of the surplus of national revenue and profit should belong to the Allies. This tribute, M. GUERIN thinks, should continue to be paid for a period of fifteen years. He fully realizes that it is not in the interests of the Allies to strangle the German people and to give them no breathing time.

One case (one death) of cerebro-spinal fever was reported in the Colony on Tuesday.

For stealing a roll of cloth from the P. & O. s.s. *Navara*, a Chinese was sentenced, by Mr. J. R. Wood, at the Magistrate's, yesterday, to four months' hard labour and four hours' stocks.

Defendant was arrested in the Canton Road by a *lukong*, who was suspicious because defendant's trousers bulged out.

The American Consul General has received advice from Washington that the National Association of Hosiery and Underwear Manufacturers of the United States are to hold an exposition, display, and sale of hosiery, underwear, and knitted goods, in Philadelphia, early in June. These manufacturers are preparing to sell direct to importers without intermediaries, and foreign merchants interested are invited to attend this exposition.

We regret to record the death, which occurred yesterday, at the French Hospital, of Mr. Wilfred Tulip, engineer draughtsman of the Hongkong and Whampoa Dock Co. The deceased, who was 38 years of age and unmarried, fell ill just before Chinese New Year, and was removed to Hospital, where he underwent an operation for appendicitis, which, however, did not prove successful in saving his life. The deceased was a lecturer at the University, and an enthusiastic Freemason, having been master of Zealand Lodge and D.G.D. of C. in the District (Grand Royal Arch Chapter of Hongkong and South China). The funeral will take place this evening at 5 o'clock, and will be of a military character, the deceased having been a Corporal in the Machine-Gun section of the Defence Corps.

CANTON NEWS.

[BY COURTESY OF THE "CHUNG NGUI SAN PO."]

CANTON, February 12th.

THE CANTON-MACAO RAILWAY.

The proposal to construct a railway from Canton to Macao has again been revived. We are informed that a merchant has floated a company, with a capital of several million dollars, to carry out the work which will be commenced in March.

The line will be 350 *lis* in length and there will be branches to Kungmoon and other markets in the interior.

THE INTERNAL PEACE CONFERENCE.

It is announced that the time allowed for the Internal Peace Conference, which is to be opened in Shanghai, is one month. The discussion of all questions must be completed within that period, so that the North and South may be reunited as quickly as possible.

THE PEKING GOVERNMENT AND THE TREATY.

SEVER.

The Peking Government, having learnt that the Treasurer in Canton has secured several loans from foreigners, has wired to the Canton Government stating that such loans will not be recognised by the Peking Government after peace is concluded.

CINEMATOGRAH THEATRES.

The management of the Coronet Theatre has secured another Fox film, and it is certain that a crowded house will greet William S. Hart, the cowboy hero of "Hell's Hinges," at both performances to-day. The film gives a realistic presentation of life in the mining towns of the Far West.

AN ABUSIVE RICKSHA COOLIE.

At the Magistrate's, yesterday, before Mr. J. R. Wood, a Chinese ricksha-puller was charged with abusing his "fare." Mr. J. Mukerjee, the complainant, stated that he engaged the ricksha to carry him from his house at Nathan Road to the Star Ferry, and paid the man 5 cents. Defendant refused to take the money, spat on it, and then abused him.

Defendant said he did not abuse complainant but demanded 10 cents, which was the usual fare between the two places. Mr. Wood fined defendant \$7.

THE OPENING OF PARLIAMENT.

FIRST FULL COMMITTEE MEETING OF LEAGUE OF NATIONS.

BELFAST STRIKE SETTLED: GLASGOW'S THREATS.

ALLIED SUCCESS OVER THE BOLSHEVIKS.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

THE NEW PARLIAMENT.

STATELY OPENING CEREMONIAL.

LONDON, February 11th.

Parliament was opened to-day by H. M. the King, who, accompanied by the Queen, drove to the Houses of Parliament from Buckingham Palace.

The Royal procession consisted of four carriages and was attended by the Sovereign's escort of the Household Cavalry. Besides the Court Dignitaries, the occupants of the carriages included General Sir W. Robertson, General Sir Henry Wilson, and Admiral Sir Rosslyn Wemyss.

The ceremony was shorn of much of its statelyness, owing to the Court being in mourning. All the processions were in morning dress, mostly black. The only touch of colour in the whole house was the scarlet robes of the Judges and Bishops.

The King was in a field marshal's khaki uniform. The Queen was dressed all in black, with a single rope of pearls and one diamond ornament on her breast.

The King read his opening speech very deliberately and clearly, so that every word was heard throughout the house.

THE LEAGUE OF NATIONS.

FIRST FULL COMMITTEE MEETING.

PARIS, February 4th.

A Havas message says: The first full meeting of the Committee of the League of Nations, which took place to-day, discussed the 22 Articles, covering the principal points upon which the various Nations will be asked to agree.

M. Léon Bourgeois communicated to the League of Nations' Committee a series of resolutions adopted by the Allied Associations supporting the League.

These resolutions, if adopted, would obtain universal acceptance of humane conditions of labour, not yet adopted by some highly civilised countries, and will impose on the enemy States limitation of armaments, thus enabling the countries, forming the League, to effect large reductions in their military force.

THE NECESSITY FOR A WORLD LEAGUE.

PARIS, February 4th.

A Havas message says: The most memorable incident of President Wilson's visit to Europe was the official reception accorded him by the Chamber of Deputies.

M. Deschanel emphasised that the fundamental condition of a lasting peace was that France should be placed definitely beyond the reach of attack.

The thirty nations, which broke with Germany, should form the kernel of the future World League.

President Wilson stated that, in future, when any nation threatened another, the whole world would be waiting to vindicate its liberty. The sacrifices the world would have to make to achieve a League of Nations were as nothing compared to the sacrifices it would have to make if a League were not formed.

BRITISH LABOUR UNREST.

BELFAST STRIKE PROVISIONALLY SETTLED.

LONDON, February 11th.

The Belfast strike has been provisionally settled, the men agreeing, subject to confirmation on February 15th, to resume work on a basis of a 54-hour week, pending a Conference, at which employers will undertake to recommend less than a 47-hour week.

GLASGOW STRIKERS' THREAT.

LONDON, February 11th.

The Clyde Strike Committee will recommend a full resumption of work on February 12th, "until we can perfect our forces with a view to enforcing our claim for a 40-hour week by a national strike of all workers in the near future."

FIGHTING BOLSHEVISM.

ALLIED SUCCESS NEAR KADISH.

LONDON, February 10th.

A British communiqué from North Russia states: Liverpool troops and a detachment of the French Foreign Legion, consisting of Russians, trained and offered by French, carried out a successful raid south of Kadish, inflicting heavy casualties, destroyed two field guns, and upset the enemy's preparations for an attack.

THE PEACE CONFERENCE.

COMMITTEE ON REPARATION.

LONDON, February 10th.

A communiqué from Paris, dated February 10th, states: The Committee on Reparation discussed the principles on which rest the rights to Reparation and examined the memoranda of the different delegates. Mr. Hughes set forth the considerations on which the British memorandum was based.

FRANCE AND THE LEAGUE OF NATIONS.

NEW YORK, February 10th.

M. Clemenceau, interviewed by an Associated Press correspondent, emphasised the difficulties of reconstituting France industrially, whereas the German factories were ready to produce forthwith.

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NEW YORK, February 10th.

M. Clemenceau, interviewed by an Associated Press correspondent, emphasised the difficulties of reconstituting France industrially, whereas the German factories were ready to produce forthwith.

He also mentioned that while Germany's war debt was almost entirely domestic, France was confronted with having regularly to pay abroad immense sums in interest.

M. Clemenceau indicated that these aspects of the situation, the gradual demobilisation of the British Armies, and the Russian chaos, which suited Germany, were all accountable for France's caution as regards the League of Nations and her insistence upon solid safeguards and securities.

He admitted, however, that President Wilson had given heartening reassurances in this connection.

INTERNATIONAL LABOUR LEGISLATION.

LONDON, February 10th.

A communiqué from Paris, dated February 10th, states: The International Labour Legislation Commission has decided that the general Conference of Nations, to deal with labour legislation, should consist of delegates representing the Governments and organisations of employers and workers.

EARLIER CABLES.

GREEK AIMS.

PARIS, February 8th.

A Havas message says: M. Venizelos, the Greek Premier, made a great impression at the Conference by the statesmanlike way in which he presented Greece's claims, the basis being a re-union with unredeemed Greeks under alien domination.

LATEST CABLES.

AUTHORS OF THE WAR.

THEIR PUNISHMENT DEMANDED.

PARIS, February 4th.

A Havas message says: M. Tardieu, speaking at a meeting of the Responsibility-for-the-War Committee, said that before peace terms are settled, justice must be meted out, and penalties imposed on the authors of the war.

THE ARMISTICE.

PRE-MEDITATED DESTRUCTION BY THE GERMANS.

LONDON, February 10th.

A communiqué from Paris, dated February 10th, states: The Supreme War Council, this afternoon, discussed the conditions of the renewal of the Armistice.

M. Klotz then described the work published in 1918 by the German General Staff proving the pre-meditated and systematic character of the destruction of French industry by the Germans. The Council referred the work to an Economic Committee.

MISGUIDED RUSSIA.

MOSCOW'S CONDITION.

HELSINKI, February 10th.

A Russian newspaper states that Moscow is completely ruined, under the Bolshevik regime. The city has suffered more than Petrograd. The shops are closed and signboards gone. There is no trade as most of the merchants have fled. The rich people, who have not escaped, are imprisoned, awaiting execution. Many executions occur daily.

WAR HISTORY.

THE GERMANS AND STRASSBOURG CATHEDRAL.

PARIS, February 10th.

General Hirschauer, the French Governor of Strassbourg, has informed Marshal Foch that inquiries, irrefutably proved by official documents, showed that, during the whole course of the war, the Germans used Strassbourg Cathedral to support machine-guns, and as an observation post for artillery, as well as a listening post for anti-aircraft apparatus.

THE TOLL OF WAR.

SOME HIGHER RANK STATISTICS.

PARIS, February 4th.

A Havas message says: Three French Major-Generals and 20 Brigadier-Generals were killed in action. One Major-General and 18 Brigadier-Generals succumbed to wounds and disease.

OBITUARY.

WELL-KNOWN FRENCH TURFITE.

PARIS, February 4th.

A Havas message says: The death is announced of Baron Arthur Schiekler, the well-known race-horse owner.

AN INNOVATION.

INTERNATIONAL POST OFFICE BANKING.

PARIS, February 4th.

A Havas message says: It is proposed to develop the new French system of post office banking, extending it to all the Allied and neutral countries, so that a post office cheque may become international.

FRANCE'S WAR-WORN WARRIORS.

NEW APPOINTMENTS AWAITING THEM.

PARIS, February 4th.

A Havas message says: General Castelnau, Fayolle and Maitre, on their return to Paris, will be given new appointments as Army Inspectors.

QUEEN WITH PRISONERS.

GREETING AT CANNON STREET.

PARIS, February 5th.

A Havas message says: The Queen, hearing that about 350 British war prisoners, mostly natives of the North of England, were due to arrive at Cannon Street, motored to the station to meet them, attended by Lady Mary Trefusis and Sir Edward Wallington. The Queen was immediately surrounded by a crowd of soldiers and of friends who had come to meet them. Her Majesty shook hands with several of the men, told them she was very glad to see them back home, and invited them to cross to the other side of the platform as quickly as possible and get hot coffee and food which they awaited there.

Her Majesty crossed over herself, and, standing at the head of a table with Mrs. Norris beside her, watched with much interest the serving out of refreshments. From time to time she talked with the men, bidding them not to stand on ceremony, but to get on with their food.

After the meal, she can talk to you just as well while you are eating," she said to one of the returned prisoners, who was greatly pleased by her Majesty's kindness and sympathy, and a strapping sergeant called for "Three cheers for the Queen," which were given with great heartiness.

Necessarily, the conversations were short, because the Queen wished to speak to as many as possible, and was aware that a second special train was in waiting at an adjoining platform to carry the North Countrymen to their homes. To Private Albert Akerman, West Kent, her Majesty said, "I am very glad to see you all safely back in London. It must be a very great relief to you and to your friends." Private Langstone, a Tyne-side artilleryman, produced a photograph of a Belgian family named H. Houtiaux, who, he said, were as kind as it was possible for any human beings to be. Her Majesty remarked, "No wonder you are grateful to them, and preserve their photograph. The Belgians, I am sure, have proved themselves a great little nation."

Another soldier told the Queen that he had been for eight months a prisoner, getting very little food and no adequate clothing. His boots were appropriated by a German officer, who was practically shoeless. At least four of his parcels from home had contained boots sent by his request, but they had invariably been taken out and used by the German custodians. "How shamefully they have treated you!" said the Queen.

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INTERNATIONAL LABOUR CONFERENCE.

THE INDICTMENT AGAINST GERMANY.

PARIS, February 5th.

A Havas message says: The International Socialist Conference was opened at Bern, M. Albert Thomas compelled the German Socialists to listen to the complete and lucid indictment of treason by M. Kautsky.

Herr Eisner, speaking in the name of the German Minority Socialists, said the authors of the war were Prussian officers, supported by German manufacturers and bankers.

M. Kautsky said Germany's attitude when Austria sent the ultimatum to Serbia proved the responsibility of the Central Powers.

SERBIAN PRINCE IN FRANCE.

CEMENTING NEW BONDS OF FRIENDSHIP.

PARIS, February 5th.

A Havas message says: The Note issued last night regarding the visit of the Prince Regent of Serbia as the first citizen of the Kingdom of the Serbs, Croats and Slovenes contributes towards the making of bonds, uniting the new kingdom to France, the Allied Powers and the United States more closely and durably.

EMIR FEISUL HONOURED.

RECEIVES THE CROIX DE GUERRE.

PARIS, February 5th.

A Havas message says: Emir Feisu has received the Croix de Guerre, in recognition of the resolute manner in which he cut the communications of four Turkish Armies.

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FAR EASTERN CABLE NEWS.

THE INTERNAL PEACE CONFERENCE.

PEKING, February 10th.

The Internal Peace Conference will hold its preliminary sessions at Shanghai on Wednesday, which is a lucky day, and then adjourn for a week, pending the preparation of the ex-German Club for their sittings.

USE OF THE GERMAN CONSULATE AT SHANGHAI SOUGHT.

The Government has received a telegram from Shanghai asking it to approach the Dutch Legation for permission to use the German Consulate for the accommodation of the Northern Delegates.

THE SHANGHAI NANKING RAILWAY.

LONDON, February 10th.

Arbitrating in the dispute between the Chinese Government and the British Chinese Corporation, Lord Shaw has given an interim award, whereby sums hitherto paid by the Chinese Government, to make up the interest on Shanghai-Nanking Railway bonds, ought to be deducted from the earnings of the railway in order to ascertain the net profits.

JAPAN AND CHINA.

LONDON, February 11th.

Telegrams from Peking denote that much feeling prevails there, concerning the alleged action of Japan, firstly, that China is being represented by Japan at the Paris Conference or that Japan is endeavouring to secure control of the Chinese delegates; secondly, that Japan has been instrumental in restricting the number of the Chinese delegates.

These statements are emphatically repudiated by the Japanese, who point out that China is represented at Paris by Mr. Lu, Minister of Foreign Affairs. Mr. C. T. Wang, a high official of Peking, Dr. Wellington Koo, Minister at Washington, and Mr. Sze, Minister to Britain. It was the Conference itself which decided the number of delegates of each State admissible to the different meetings of the Conference.

According to Japanese authorities, Japan's policy, while including the return of Tsingta

CLOSES ON SATURDAY

"DON'T TAKE CHANCES."
GET IN AND HELP.

The Sale of St. Andrew's Society War Bond Drawing Tickets closes on the 15th inst. The Drawing will take place as soon as possible after the number of tickets sold has been ascertained and the money paid into the Bank. But DON'T TAKE CHANCES on the assumption that you will be able to buy a ticket at the last moment. Don't put off in order to buy the last ticket. It isn't safe. Make sure of possessing a ticket by buying now. Then you have the satisfaction of knowing you are in the swim with everybody else. Half the proceeds go to help our wounded soldiers. By buying NOW, you may win a share of the other half. Every ticket bought now has as good a chance of winning the big prize as those that were sold months ago.

On Sale at all Banks, Hotels, Clubs & Stores.

ST. ANDREW'S WAR BOND TICKETS.

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SOLE AGENTS IN HONGKONG AND SOUTH CHINA
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MITSU BUSSAN KAISHA.

WISEMAN, LTD.

TO CELEBRATE THE OPENING OF OUR
NEW AND SPACIOUS DANCING ROOM
DINNER DANCES

Will be held on
Monday, February 17th,
and
Friday, February 21st.
DINNER... .. \$1.00
DANCE... .. \$1.00
FULL STRING ORCHESTRA
TEA DANCES.
On Wednesday, February 19th.
Tickets for Dances 50 cents.

MANAGER, D. M. GOODALL.

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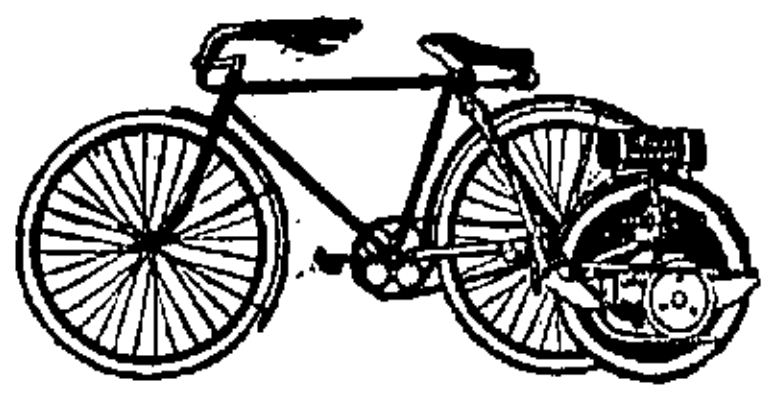
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WAR STAMPS
Many varieties and values of
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also
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GRACA & CO.,
No. 10, WYNDHAM STREET,
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P.O. Box 620.

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DR. LECLERC'S PILLS FOR THE
TREATMENT OF DYSPEPSIA, INDIGESTION,
GRAVEL, PAIN IN THE BACK, GOUT, RHEUMATISM, &c.
Price 3s., leading Chemists, or post free. Dr. Leclerc,
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LONDON, ENGLAND. DEPOTS: PARIS, 12, RUE
CAPOULTE; NEW YORK, 90, BEEKMAN STREET;
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THE
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BICYCLE
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EASY TO OPERATE
IT'S SIMPLE AND NOT HEAVY;
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BAD ROADS TRAVELED EASILY.
PLENTY OF POWER AT LOW COST.
MECHANICALLY PERFECT.
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THE NEW FRENCH REMEDY
THERAPION NO. 1
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THERAPION NO. 3
No. 1 For Bladder Catarrh. No. 2 For Blood &
Atrial Diseases. No. 3 For Chronic Venous
Stasis. Sold by all Chemists. Price 1s. 6d. per
box. 10, OLIVE STREET, CO., HAYMARKET ROAD, N.W., LONDON.
See "Therapion" World "Therapion" in use
Buenos Aires, Brazil. Articles in "Gazette de Paris".

THE OPIUM TRAFFIC IN ENGLAND. BILLIE CARLETON'S DEATH. "DISGUSTING ORGIES."

Lo Ping You, the Chinaman, aged 24, and his Scottish wife, Ada Song Ping You, aged 30, who were arrested following the sensational evidence given at the inquest on Miss Billie Carleton, the actress, appeared on December 11th, one at Thames and the other at Marlborough-street Police-courts, on charges connected with the opium traffic. The man, who was arrested at 24, Limehouse-causeway, pleaded guilty to a charge of having opium in his possession without authority, and with having also an opium smoking pipe and other utensils.

Mrs. Lo Ping You, who is known as "Mrs. Ping," and lives at the same address, was charged before Mr. Mead, at Marlborough-street, under Regulation 40 B of the Defence of the Realm Act, with supplying prepared opium to Leonora Stewart (Miss Billie Carleton), between August 21st and October 14th, she not being an authorised person; and, further, with being in possession of prepared opium for smoking and of prepared opium at 16, Dover-street, between the above dates.

Mr. Muskett, who prosecuted, said that a month or two back, in a flat at the Dover-street address mentioned in the charge, which was occupied by Mr. and Mrs. De Veulle, disgusting orgies took place on one occasion, extending from Saturday night until early in the Sunday afternoon.

Mr. Barrington Matthews, who defended, said there were three charges. The first was for supplying opium to Miss Stewart, the second for preparing opium for smoking, and the third for possessing prepared opium at 16, Dover-street. To the first charge he pleaded not guilty, to the second guilty, and to the third charge, which was practically the same offence as the second, he entered a plea of not guilty.

Mr. Muskett withdrew the two charges to which a plea of not guilty had been entered.

"DISGRACE TO CIVILISATION."
Mr. Muskett said he had no desire for sensationalism or realism in presenting the story of the case, which was sufficiently sordid and squalid, and he thought all would agree that it was a disgrace to modern civilisation.

"On the occasion of the Victory Ball at the Albert Hall, on November 27th," he said, "the deceased, a well-known actress, named Miss Billie Carleton, was in attendance with a number of friends. She left with her party in the early hours of next morning, Thursday, and retired to bed in due course. She was found dead in bed in the afternoon. The coroner at Westminster is now engaged in a prolonged investigation of that young lady's death, and at the moment the matter is *sub judice*. To assist the coroner and general justice, the police were instructed to make such investigation as they could—and it has indeed been a difficult task, owing to the surroundings of the case—with a view to seeing if any of the responsible persons could be brought to justice. What proceedings may be taken when a full investigation is made, I cannot say. It will probably be decided by a better intelligence than mine."

The defendant, by birth, a Scotch woman, living with her husband, who is a Chinaman, in Limehouse-causeway, and, indeed, he admitted it at the time of her arrest, and a number of articles used for smoking and for the preparation of opium were found at their house. Her surroundings are, therefore, undoubtedly sordid. There can be no doubt that she is a professional preparer of opium for the purpose of smoking.

"THE ORGY."
The instances, baldly stated, upon which this charge is supported are as follows: For the fortnight previously to September 22nd, the deceased young lady was residing with an individual named Reginald de Veulle and his wife in his flat at 16, Dover-street. On the night of Saturday, either September 7th or 14th, arrangements were made for a party to assemble at this flat for the purpose of smoking opium, and reducing themselves to a state which results from smoking this particular drug, and the party being assembled there—it is not necessary to introduce names in particular; Mr. de Veulle and his wife were there—about nine o'clock, the defendant arrived from the East end for the special and specific purpose, I say only, of preparing opium for the purpose of smoking.

The evidence is not satisfactory, in my judgment, that she brought opium for the purpose, otherwise I should have persisted in that particular charge; but I do not think I am justified in saying that she supplied it. That there were opium and opium utensils, pipes, lamps, tins, and so on, at the flat when she arrived there can be no doubt at all. "After dinner, Miss Carleton being engaged in her duties at the theatre, I believe, the party adjourned to the drawing-room, provided themselves with cushions and pillows, placed these on the floor. The men divested themselves of their clothing except their pyjamas, and the women clad themselves in chignon night-dresses, and in that condition apparently prepared themselves for what I described last week, and what I describe again, as an ORGY."

The Magistrate (Mr. Mead): How many were there?
Mr. Muskett: About five or six.
Continuing Mr. Muskett said: "Later that evening, no doubt after her performance was over, Miss Carleton arrived, and, after disrobing herself, took her place in this circle of degenerates. I call them degenerates. She had opium in the tin, and the lamp and the opium needle, and all accessories. She prepared the opium. She used the needle for the purpose of extracting small portions when it was prepared by the heating up of the small pellets used for the purpose. She placed them on a needle into the bowl of the

pipe which is used, one pipe being used by the whole party, for inhaling the fumes of this drug. That was the part she took, and it can only be described as a preparation of opium for smoking. "The party remained apparently in a comatose state until about three o'clock on the following afternoon (Sunday). It must be assumed that defendant went there for reward. These are the facts of the case, and I do not desire to add another word of comment or observation."

Mr. Mead: How were these facts disclosed?
Mr. Muskett: By the inquiries of Inspector Curry from a large number of witnesses, some of whom are respectable and untrustworthy, while others are not.

"DISGUSTING AND SORDID."
Mr. Barrington Matthews, in an extenuating speech, said defendant had pleaded guilty to the second charge of preparing opium, and he felt, having regard to certain facts brought to his notice, that that was her best course. It was a very different charge from the first one of supplying opium to Miss Carleton, and it seemed that it was the most minor one which could be brought. Mr. Muskett had described the story as sordid. So it was. There was no respectable person, he would imagine, who would differ from that description of what apparently took place at De Veulle's flat on this night. Disgusting and sordid it was.

Defendant was a young woman, aged 28, who had been married for three and a half years to Ping You, and one could well appreciate what her surroundings had been since her marriage. She had been brought into contact with what she knew absolutely nothing of probably before her marriage, with the result that she was taught to prepare opium for her husband. So, in some way or other, she became acquainted with some of the persons who were parties to this orgy on this night, and she was invited there, not for reward, but to supper. They knowing that she was experienced in preparing opium, asked her to do it, and, foolishly and stupidly, she fell in with their suggestion. He felt sure that the magistrate would take into consideration what her surroundings had been. It was admitted that the small particle of opium found at the house at Limehouse causeway was her husband's, and Ping You himself had said: "That's mine. I must smoke a little or be ill." Ping You had been an opium smoker from the age of 17. The Chinese did not attach the importance themselves to opium smoking; it was part and parcel of their life. Counsel trusted that the magistrate would feel that justice would be met by a small fine. Had the case come before him alone, he would not have thought much of it, but there had been an unfortunate death around it because of the remarkable death of a young woman as the result of habits which she had contracted.

Mr. Mead: I do not think that Mr. Muskett, in describing this matter, has at all exaggerated the gravity of the offence. I have listened with the utmost attention to what Mr. Matthews has put before me with such efficacy, and I am always desirous of giving the fullest effect to any speech when they are addressed to the Bench, asking for merciful consideration. He has very properly tried to minimise the part which defendant took in this matter, but however it may be legally described in the words of the charge, there is no doubt that she took a leading part in the disgusting orgies at the flat. She really acted as high priestess in these unholy rites, and I cannot look upon it in the lenient way which Mr. Matthews suggested. I entirely give my mind of external matters, but it seems to me serious and disgraceful enough that this orgy had gone on for a number of hours, from nine o'clock in the evening to three in the afternoon of the next day. I cannot shut my eyes to the fact that this indulgence in opium is prevalent, and I consider that an example is needed. Defendant has shown repentance, and may help to bring others to justice. The sentence will be five months, with hard labour.

CHARGE AGAINST HUSBAND.

On the charge-sheet at Thames Police-court, the Chinaman's name was given as Len Ping You, and his age as 33. The Magistrate (Mr. Rooth): Prisoner pleaded guilty at the previous hearing to having smoking utensils, and stated that he was trying to reduce his smoking by five minutes every day.

Detective-inspector Hall said there was a very small quantity of opium found. Mr. Davies, for the defence, remarked that prisoner had made efforts for the last two and a half years, and had met with a considerable degree of success in reducing his smoking.

"I am instructed," said Mr. Davies, "that at one time he used to smoke something like two to three hundred pellets a day, and during the last few years, his allowance has not exceeded eight pellets a day, which shows a genuine endeavour to decrease the habit. This habit takes such a hold on people that one knows it needs a very real effort to reduce it."

Imposing a fine of £10 the magistrate said: I have a difficulty here to contend with. A man comes before me who is suffering from what I might call a national vice. It is one which is almost universally practised, as I understand, in his own country, but it is an offence if committed in this country. I have nothing to do with what occurs at any other court. I have only to deal with the case presented to me, and with the charge preferred before me. Defendant is liable to a term of six months' imprisonment, with or without hard labour, and, in addition, to a fine of £100, but I have to consider all the circumstances. I have to consider the temptation, which, of course, he ought to resist, but which he failed to do. I also have to bear in mind that the man is in bad health, which may be due to the smoking of opium and to the fact that he has been in custody for seven days. I cannot draw any distinction between this and other cases which come before me, and I do not propose to make a heavier sentence than I am in the habit of passing."

Inspector Hall asked if the magistrate would make any order as to deportment. The Magistrate: If this matter is so serious that the court is charged with another offence at another court, that court will have ample power to deal with this point. But with regard to deportment, I make no order on this charge.



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Scalp itches, Ointment to head. F. M. Cuticura Soap, Cuticura Ointment, 27, Chamberlain St., London. Sold everywhere.

[31-11]



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Making Sure of Baby's Health

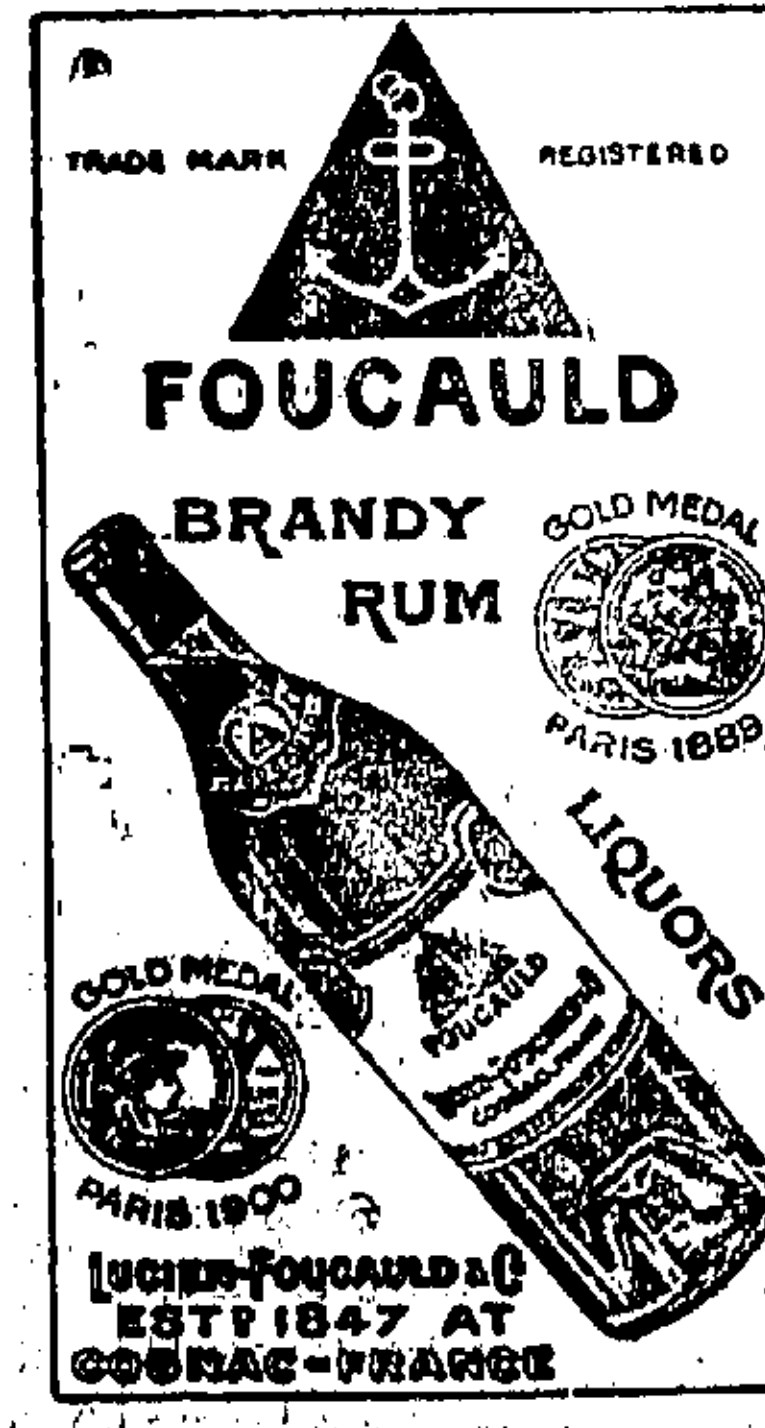


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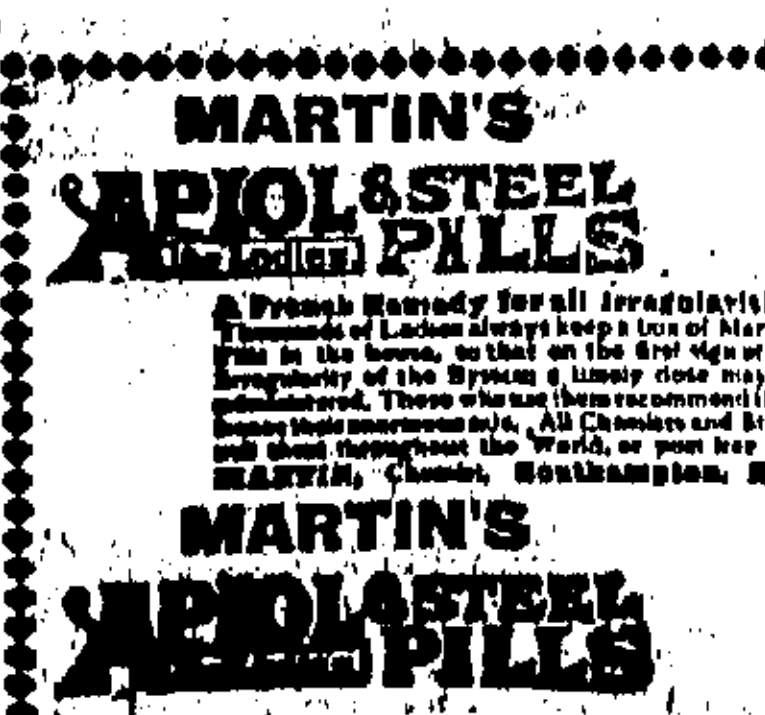
The "Allensburys" Foods provide the requisite nourishment in a pure and portable form free from germs.



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NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.
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are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 10th February.

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No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, February 9th, 1919. [317]

NOTICE TO CONSIGNEES

OCEAN STEAM SHIP CO., LTD.
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CHINA MUTUAL STEAM
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All Claims against the Steamer must be presented to the undersigned on or before 3rd March or they will not be recognised.

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Hongkong, February 9th, 1919. [318]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "RENDORAN"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and from the wharves delivery may be obtained.

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No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 a.m. on Mondays and Thursdays. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godown.

P. L. KNIGHT,
Acting Superintendent.

Hongkong, February 11th, 1919. [319]

NOTICE TO CONSIGNEES.

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Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 a.m. on Mondays and Thursdays. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godown.

P. L. KNIGHT,
Acting Superintendent.

Hongkong, February 11th, 1919. [320]

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GENIUS OF MARSHAL FOCH.
HUMANITY IN HOUR OF VICTORY.

A most interesting light on Marshal Foch's restraint and strong humanity in the hour of overwhelming triumph was afforded by Professor Maurice Gerotwohl, in the course of a lecture on "The Genius of Marshal Foch," given for the Anglo-French Society at Essex Hall, The chair was taken by General Baron Corvisart, who commanded a famous division at Verdun. Referring to the famous Marshal's recent visit to London, Professor Gerotwohl said:-

"Did you witness the other night the unforgettable spectacle, did you hear the unforgettable speech of Marshal Foch, relating and re-enacting the campaign of victory, and living it all over again, in the pride and fever of a memory and vision all aglow with the real and the realities of yesterday? Every word was a deed, an act of will, punctuated by a masterful and fitting gesture. Now it was Marshal Foch at bay, preparing to receive the enemy's supreme onslaught; now it was Marshal Foch, starting, re-starting down that sloping plane which led to the grave of Hindenburg's prestige and of Hunland's might. It was the greatest soldier of the greatest war in action, not a man, but a veritable and volcanic force of Nature, in swift, relentless, and awe-inspiring motion. It was the will of Foch, grinding, fast, yet sure, the biggest and most arrogant hostile the world has yet beheld. And how he revealed in the thrust and parry and the onrush and the thunderbolt, did the glorious conqueror! Then, suddenly, he stopped, and his right arm, as if uplifted to deliver the coup-de-grace to the fallen foe, fell back, inert, with a gesture which, in its eloquent simplicity, revealed a world of stoic and heroic resignation, of martyred, yet legitimate, ambitions. There was a pause. Well, you see, just at the moment when by 250-mile offensive was to be still further extended on the right flank, they asked for an armistice. I sent the terms; they seemed to appreciate them, for they accepted. After that, what could we do but sign! I knew France and the world had been made safe, although the crowning of my work was still to come."

VICTOR OF GERMANY.

Professor Gerotwohl added that he had no doubt what would have been Napoleon Bonaparte's answer if he had been placed in a similar position, and had asked himself whether, merely for the sake of his glory, he was to add to the world's already intolerable burden of sorrows. It would not have been Foch's answer, that of an immortal who would renounce his immortality rather than that the humblest mortal should suffer an hour's unmerited and unnecessary pain. The heart of Ferdinand Foch was greater, far greater, than the heart of Napoleon Bonaparte.

The lecturer contended that there could be only one explanation of the astonishing transformation of the whole Western campaign to our advantage on July 18th last—the personal equation embodied in Marshal Foch—Foch's mind, Foch's method. When he counter-attacked on that date, his armies at the front were still numerically inferior to the enemy's; in fact, all the more remarkable when the enveloping character of his grand manoeuvre was borne in mind, by which Hindenburg was threatened with an imminent and unavoidable Sedan, the like of which in magnitude had never been seen. Our soldiers of to-day seemed to him greater in heroism than the soldiers of Napoleon, greater by the excess of their physical sufferings, but even more so by the unparalleled moral trials which the steadfastness had overcome. In the whole range of military history, there was no example of collective stoicism or of despairing hope—unless it were that of the Serbian Army, or what remained of it after 1915—such as could be said to compare even remotely with those exhibited by the British, French, and Belgian armies in the lengthy interval which separated the two battles of the Marne. Marshal Foch had left far behind all previous feats of strategic genius both in this war and in earlier wars.

Professor Gerotwohl described how Marshal Foch managed to deny his opponent an entry into Amiens, Calais, or Paris, in March, April, May, and June of this year—how he temporised and Fabianised until some sort of an equilibrium had been established in the matter of numbers, waiting for Ludendorff to commit himself. Never in military history was the open competition between two individual psychologists so forcibly illustrated as during the stirring events of mid-July on the fateful banks of the Marne. The decision was won by the astute psychologist. By a stroke of genius, Foch, in six hours, wrested the initiative from his opponents, and reversed the whole course and complexion of the campaign. Ludendorff never divined the deep and deadly intent of Foch's subtle move in suddenly arresting the limited Franco-American attacks, or its sudden and curious close. Ludendorff was encouraged in his delusions. From that moment the initiative was virtually in Foch's hands. If the enemy's plan had succeeded, it would have compelled the evacuation of France; most cherished Eastern Departments, if not of Paris itself, and would have deprived France and her Allies of their professional spearhead for the 1919 offensive. Ludendorff's neglect of the possibility that Foch might counter-attack from where his main reserve mass was standing led to his downfall.

BRITISH WELCOMED IN
GERMAN TOWNS.
SUMMONS TO COLOGNE.

[FROM PHILIP GIBBS.]

For some days now our troops have been in Germany, and this morning (December 7th) were just outside Cologne. Their way has led them through some utterly different from anything they have met on their marches through France and Belgium, and perfectly German in its character, so that at once, after crossing the frontier, they were startled by the change. From Malmédy to Montjoie and from Montjoie to Duren, on their way to Cologne, they have been climbing up steep hills covered with fir forests, going along the edge of deep ravines round which the narrow tracks wind in sharp curves, perilous for transport and dipping down into villages as old-fashioned as those in the pictures of Grimm's fairy tales, snuggling in the valleys below high sandstone cliffs. Yesterday, I passed columns of our English and Scottish troops on the march through the forest of Euren and on the high winding roads of the plateau around Duren. All was silent in these woods. No living thing stirred as our men went by.

I saw them billeted in some of the German villages, where the cottages and inns and farm-houses are built of black beams and plaster like those in Tudor England, with old ruins on the hills above. Everywhere I found that the villagers had received them in a friendly way, and yellow-haired German children pecked their noses and unloaded their transport. War is war, but children are children, and it is difficult to nourish hatred in one's heart when small boys and girls come to shake one's hand or kiss it, and when little maids with pig-tails curtsy as one passes, and in a wayside inn a serving-maid wishes one a good appetite before one sits and stands round with anxious eyes to observe the effect of the food she has cooked. Every man of high or low estate doffs his hat when a British officer passes, and if one stops to make an inquiry, German civilians, many of whom were German officers until a week ago, answer with the utmost politeness. Defeat and the revolution, with which they are threatened, and a fear of worse things than may happen have made the German people painfully anxious to abide by the rules of our occupation, and to get on the right side of those who now have the powers of life and death over them. This fear and the tremendous relief that the bloodshed has finished, and perhaps also, the hope of a new era of liberty released from Prussian militarism, have changed amazingly the attitude of these people of the Rhine land towards the English. There is no more "Gott strafe England."

"THANK GOD THEY HAVE COME."

Again and again during the past few days, I have heard German people say, "Thank God, the English have come," and I believe they say that with sincerity. The German middle-classes are more afraid of Bolshevism than they are of British soldiers, and during this time of political crisis and social revolution the people with property and those who desire law and order rather than the anarchy of the mob are anxious for our presence as being the lesser of two evils, though tragedy enough. Thus the Burgomaster of Cologne sent yesterday a special message asking for our troops to enter earlier than was previously arranged, and some of our machine-gunners were sent forward. This is to restrain the low element of the revolution from pillaging and rioting, which they have been doing. I am told, in Cologne, and as certainly they have done in Duren and other places. At Duren, now occupied by our troops, the first act of the mob, partly made up of revolutionary soldiers and partly of disorderly youths, was to break into the barracks and loot them. The German officers were disarmed and degraded, but not otherwise hurt, and there was a good deal of window smashing and pillage, until the burgomaster ordered a town guard, mostly made up of ex-soldiers in plain clothes, with arm-bands and with loaded rifles.

Those men were there yesterday when I visited the place. I arrived just as one of our officers was about to examine a delivery of arms called for by a proclamation forbidding any civilian to carry weapons under pain of death. Most of the arms delivered were officers' swords—one boy came through the town with a wheelbarrow laden with them—and they were the ornamental things carried by German officers in peace time and never taken on to the battlefield. But in one great room of this barracks were eighty-four trench mortars brought back from the field of war. They were the 3in. minenwerfer which the Germans used with deadly effect in their attacks on March 21st.

In the evening, I went to Aix-la-Chapelle again, and after eight o'clock the crowds, who had been in the streets as though for a public holiday watching the Belgian and British officers and men, and saluting them with doffed hats, and reading the latest proclamations by the Belgian Governor, disappeared as though by magic. The city was still brilliantly lit. Electric standards flooded the streets and the handsome public buildings and the shop fronts with a white illumination. But Aix was utterly deserted, except for Belgian sentries pacing up and down and a few Belgian and British officers strolling about.

THE FOOD SITUATION.

So far, I cannot find any outward sign of hunger in Germany. There is good food to be had in all the hotels I have seen, and even in country inns. The bread is coarse, but good. Butter comes for the asking. Meat seems plentiful. (Continued at foot of next column.)

NEW BRITISH INDUSTRIES.
GERMANY'S LOST TRADE.

An address on some developments in industry during the war was given recently by Mr. Kellaway, Parliamentary and Financial Secretary to the Ministry of Munitions, before members of the Industrial Reconstruction Council, in the conference-room at the Hotel Metropole. These developments, he said, had been very numerous, and were likely to profoundly affect the future of British industry. The war had revealed with pitiless accuracy the defects in our industrial development. Many of these defects had been overcome, and, as a result of the war, the United Kingdom, while maintaining its position in departments of industry where it had already held the first place, was now first in the world in almost every sphere of industrial effort. Mr. Kellaway dealt with the main points in the following order:

1. Developments in regard to raw material.
2. Changes in position in machine tools.
3. Improvements in shop methods.
4. Enemy key industries in which this vital has made herself independent.

"The electrical industry had been a great war industry, and would become greater in peace-times. Germany had established a predominant position, but this would not have been possible without supplies of mica from India and other parts of the British Empire. When war broke out, we stopped Germany's supplies from India and German East Africa. An attempt by Germany to form a combine in a neutral country to import production had been frustrated. Germany could get no more mica from these places. The British electrical industry had taken the position previously held by Germany and Austria, and was now the first in the world. Expected developments of commercial aircraft, and wireless, and motor-transport, made it essential that the Empire supplies of this vital raw material should be safeguarded.

"Tungsten was essential to the manufacture of high-speed steel, a vital war material, which to some extent had taken the place of platinum. Before the war the British Empire produced 60 per cent. of wolfram ore, from which tungsten was made, but so successfully had Germany captured the trade that no British manufacturer was able to establish the industry in this country. Germany benefited to the full by the monopoly. But all this had been changed. British manufacturers were now in a position to deal with all the Empire production of ore, and could, if necessary, convert the whole world's output into tungsten metal or ferro-tungsten. Ferrochrome was an essential material in the production of certain classes of steel, and before the war this vital production was practically negligible. In future, our industry would be in the unique position of competing successfully with the cheap water power of Scandinavia.

Chinese is served for breakfast instead of eggs or bacon. The coffee is "Ernest," or substitute made from corn, and not bad. There is no dearth of sugar in hotels. Potatoes and cabbage come up with the meat. But the prices are high, and hotel life is not a safe way of judging the conditions of a people's food. A woman in a tobacco shop yesterday told me that many children had died from malnutrition, and in the poorer quarters of the German towns one sees children with pinched faces. It is difficult to get at the truth, but as far as I can find it, I have the impression that there have been periods of scarcity which reached a crisis last spring, and that now, after a good harvest, the food situation is better, especially on this edge of the Rhineland where the country is very rich. The situation, however, is still critical, owing to transport difficulties, but the truth as to that can only be had by personal observation. As far as that goes in my case, I do not find any general dearth among the middle classes, and in towns like Aix and Duren German girls besiege the pastry shops in the afternoons and regale themselves on hot chocolate and pastries, as in the old days of peace, in a way that would be the envy of girls in England to whom such things are denied. And yet I still believe that the German soldier was hungry at the end, for if one does not believe that, then all human evidence goes for nothing.

What is the present psychology of the German people is to me a mystery. They do not show any of that profound humiliation which one might have expected. Outwardly, they maintain a strange cheerfulness, though when they talk about the war and speak of their losses they reveal the tragedy that has befallen them. One woman told me of a neighbour who had lost six sons, and said: "There are many like that." One woman said: "Sadness is in our hearts," and wept. A man to whom I spoke this morning said: "The war was a great swindle. Our Government swindled us from first to last. They gambled with the lives of our men two years after they ought to have made peace." From scraps of talk like this, from sudden glimpses of tragic emotion, one may guess at the seething thoughts in the minds of these German people and at the passionate despair which must be in their hearts. But in the streets, where the crowds gather, one sees only the curiosity of the mob when foreign soldiers pass, and the delighting faces of children who find it all a joke, and the formal courtesy of men and women who, if they still hate us, hide it, and the good nature of others who, I am sure, do not hate us, but are glad to show their liking. It is all astonishing, and somewhere at the back of it all is the answer to the riddle of human nature, which filled five winters of the world with blood and agony, and now for 500 years or more will fill the book of history with frightful regret that it has happened.—Daily Telegraph.

CORONET
A NEW FILM STAR
IN A FINE PHOTOPLAY.

A short while ago we introduced to you a new Fox Star George Walsh, and everything that we said about him fourteen crowded houses corroborated. To-night we shall show upon the screen at the Coronet another actor of eminence, but of an entirely different style. William S. Hart in a wonderful "Triangle" play, "Hell's Hinges."

Hart is the kind of man who can hold up a whole town at the point of a couple of revolvers without there being anything unreal about it. He is the Cowboy of the screen, and when you see him leap from a rock some ten feet or so into the saddle or drive his horse down an almost perpendicular hillside, you know instinctively that there is no fake about it. So much for the principal actor; now for the play!

In a rough and lawless community there stood a place of ill repute, a place that was good to pass by. Its original name was shrouded by its evil deeds, and finally lost. To those who knew, it suggested the title "Hell's Hinges," a rough, but not inapt, cognomen, a town of undiluted evil, a crying scandal to civilisation.

Blaze Tracey is the "bad man," the leader of the evil spirit that pervades, and though we are not shown much of W. S. Hart on the "bad" side in "Hell's Hinges," it is but an easy step to imagine what part this silent, powerful actor has taken.

Away in the city a young weakling is led into the ministry by an ambitious mother. The character of Rev. Robert Henley (Jack Standing) is a bitter satire: he is the son that is unfit to handle through this life, and so is driven to attempt the leadership of those seeking a future one.

Without sufficient pluck and nerve to withstand the trials of a strenuous city mission, he is sent, upon ordination, to "Hell's Hinges." He is, however, accompanied by his sister Faith (Clara Williams), and if that were not so, the story would end abruptly enough.

To Silk Miller (Alfred Hollingsworth) the advent of the new minister in but the cause of uproarious mirth, and to Blaze Tracey is given the task of blocking the missionary work and clearing out the sky pilot.

Faith, however, is the intervening factor. To Blaze she is something beyond his comprehension, a glimpse of heaven's sweetness that he can but dimly grasp. The "bad" man changes instantly. He determines that the brother of such a girl shall have at least a fair hearing, and no one dare say nay to the will of the resolute Blaze.

It is not religion that effects the wondrous change. It is the woman. There is no hypocrisy of this sort in the entrancing story.

Silk Miller sees ruin to his saloon, and arrays all his forces of desperadoes and syren decoys in opposition. By the aid of Dolly Louise (Glaum), he entices the minister to the saloon, gets him drunk and disgraced. Silk now looks upon Blaze as his enemy, and one to be feared. But he seizes the chance of Blaze's absence, and the half-drunken mob burn down the newly erected church and fight the lawful inhabitants.

But Blaze returns, and his reply is swift. It is Hart.

He corners the crowd in the saloon, burns it down, and the whole town with it. And from the midst of the lurid flames of the doomed town emerges a new man, to be the loving protector of Faith.

The ending is delightfully artistic. In the morning, amidst the ruins enshrouded by the still lingering smoke, traces of the overnight scene of horror, are seen three figures silhouetted against the sky of the early dawn. Blaze his faithful horse, and Faith.

"Beyond those hills lies the future life; come and share it with me," is all that Blaze says. And the now loving Faith passes with him.

THEATRE.

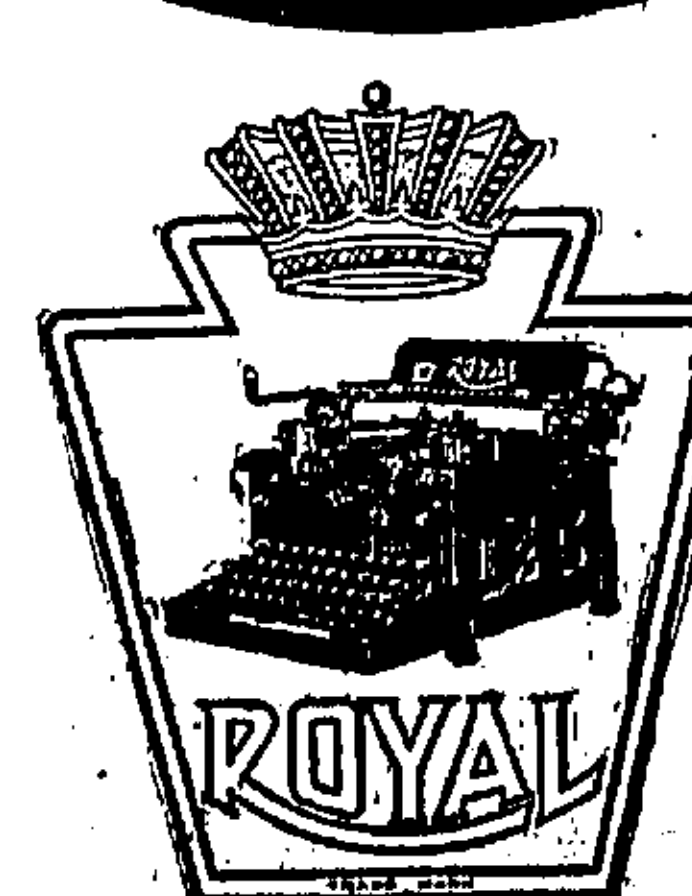
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Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Mata), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE LIMITED.
Managing Agents.

"ELJERMAN" LINE.

(REPPMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option. Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE LIMITED.
General Agents.

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"NINGPO"	On 13th Feb. 10 A.M.
SHANGHAI	"SUIYANG"	On 13th Feb. Noon.
SHANGHAI	"CHENYANG"	On 16th Feb. 3 P.M.
SHANGHAI	"SUNNING"	On 20th Feb. Noon.
TSINGTAO, WEIHAIWEI & CHEFOO	"HUOHOOW"	On 20th Feb. 4 P.M.
SHANGHAI	"YINGHOOW"	On 22nd Feb. 3 P.M.

SHANGHAI LINE-PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation, Ample Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.
Agents.

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passenger Electric Light and Fans in state-rooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHEW AND RETURN.

(Occupying 8 to 10 Days).

"HAIHONG" ... Capt. J. W. Evans ... FRIDAY, 14th Feb. at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blakes Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.
General Managers.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a daily qualified crew.

Freight or Passage apply to—

DAVE SASSOON & CO. LTD.
Agents.

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

MAIL AND PASSENGER SERVICES

TO STRAITS, BURMA, COLOMBO, INDIA, AUSTRALASIA, EGYPT, MAURITIUS AND SOUTH AFRICA.

FOR

MARSEILLES AND LONDON.

Steamer	Leave Hongkong about 1919	Due at Marseilles about	Due at London about
NORE...	23rd February.	30th March.	8th April.
NOVARA	12th March	17th April.	26th April.
NELLORE	9th April.	16th May.	24th May.

FOR

BOMBAY VIA STRAITS AND COLOMBO.

Steamer	Leave Hongkong about	Due Bombay about
DUNERA	14th Feb. 3 p.m.	4th March.
HEJAZ	17th February	8th March.

SAILINGS ALSO TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S. Leave HONGKONG about

Tickets interchangeable with B. I. S. N. Co. between ports common to both Companies.

P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.

Steamers and sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GOSWAMI & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fare, Freight, etc., apply to E. V. D. FARR, Superintendent.

NIPPON YUSEN KAISHA. (JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	IYO MARU	12.23 THURS. 20th Feb. at 11 A.M.
NAGASAKI, KOBE & YOKOHAMA	TANGO MARU	13.760 SAT. 22nd Feb. at 11 A.M.
SHANGHAI, MOJI & KOBE	YAMAGATA MARU	8.000 SAT. 16th Feb.
	TAISHO MARU	7.900 TUES. 18th Feb.
LONDON or LIVERPOOL, via SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ and PORT SAID	MISHIMA MARU	15.350 FEB. 21st Feb. at 11 A.M.
	SADO MARU	12.560 SAT. 22nd Feb. at 11 A.M.
MELBOURNE via MANILA, ZAMBOANGA, THURB. IS., TOWNSVILLE, BRISBANE & SYDNEY	KAMAKURAMARU	12.410 WED. 19th Feb. at 11 A.M.
NEW YORK via SHANGHAI, KOBE, YOKOHAMA, PANAMA CANAL	TANGO MARU	13.760 WED. 26th Mar. at 11 A.M.
BOMBAY via SINGAPORE, MALACCA & COLOMBO	HWAHWA MARU	WED. 19th Feb.
CALCUTTA via SINGAPORE, PENANG and BANGKOK	YUBARI MARU	8.000 Beginning of March.
	AKITA MARU	8.000 Beginning of March.

Omitting Shanghai and/or Moji. Wireless telegraphy.

HONGKONG, VICTORIA, B.C., SEATTLE

MANILA, SHANGHAI, NAGASAKI, KOBE, TOKKAICHI, & YOKOHAMA.

Operated by the magnificent and splendidly equipped passenger steamers "FUSHIMI MARU," "SUWA MARU," "KASHIMA MARU" and "KATOHI MARU," each of over 20,000 tons displacement.

Next sailings from Hongkong.

FUSHIMI MARU THURS. 21st Mar. at 11 A.M.
SUWA MARU MON. 5th May, at 11 A.M.

Omitting Manila Eastbound.

For further information apply to

NIPPON YUSEN KAISHA.
S. YABUDA, Manager

Telephone 271 and

TOYO KISEN KAISHA

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
TENYO MARU	22,000	15th Feb.
KOREA MARU	20,000	23rd Feb. From YHAMA.
PHINYO MARU	22,000	5th Mar.
PEBSIA MARU	9,000	27th Mar.
KOREA MARU	20,000	22nd April, From YHAMA.
NIPPON MARU	11,000	29th April, From YHAMA.
SIBERIA MARU	20,000	22nd May, From YHAMA.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO

SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARIQA

AND IQUIQUE.

THENCE BY TRANS-ANDRAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
ANYO MARU	18,500	Mar. 21st.
SRIYO MARU	14,000	May 3rd.
KIYO MARU	17,500	July 12th.

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN STEAMERS, LTD. and the PACIFIC MAIL STEAMSHIP CO. Passengers may travel by Rail between Ports of Call in Japan free of Charge.

For full information as to rates, sailings, etc., apply to—

T. DAIGO, MANAGER, King's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SERVICE TO AND FROM SHANGHAI

SERVICE TO AND FROM EUROPE

For SHANGHAI.

Ports of call:—Shanghai, Hongkong, Haiphong, Saigon, Singapore, Colombo, Djibouti, Suez, Port Said, Marseilles.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, apply to

J. TOURTET, Acting Agent, Queen's Building.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON—Monthly direct service via Singapore and Port Said.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

MARSEILLES—Monthly direct service via Singapore and Port Said.

"INDUS MARU" Friday, 14th February, at Noon.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS DURBAN and CAPE TOWN via SINGAPORE.

"SUMARTA MARU" Saturday 16th February, at Noon.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"KASADO MARU" Friday, 14th February.

BATAVIA, SOERABAYA, SAMARANG—Monthly direct service.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"AFRICA MARU" Tuesday 25th February at 3 P.M.

HAIPHONG—Three times a Month service.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the Soon Yip wharf, near the Harbour Office.

For TAKAO via SWATOW AND AMOY.

"SOSHU MARU" Thursday, 14th February, at 8 A.M.

For KEELUNG via SWATOW AND AMOY.

"AMAKUSA MARU" Sunday, 16th February at 10 A.M.

For sailing dates and further particulars please apply to—

K. YAMASAKI, Manager.

Tel. No. 744 and 745

No. 1, Queen's Building.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (15,000 tons, American Registry). "CHINA" (10,000 tons, American Registry).

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" March 27th, 1919. "CHINA" April 24th, 1919.

An unsurpassed high-class passenger service.

O. H. RITTER, Freight and Passenger Agent, 100 Horse Street, Tel. 1048.

POST OFFICE NOTICE.

INWARD MAILS.

FROM	PER	DATE
SHANGHAI and NORTH CHINA	Dunera	18th Feb.
STRAITS	Empress of Russia	16th Feb.

OUTWARD MAILS.

REGISTERED and PARCEL MAILS close 15 minutes earlier than the time given below unless otherwise stated.

FOR	PER	DATE
*Shanghai and North China	Ningpo	Thursday, 13th, 8.00 A.M.
Fort Bayard, Hainan and Haiphong	Song Ma	Thursday, 13th, 8.00 A.M.
Shanghai and North China	Singapore	Thursday, 13th, 11.00 A.M.
Shanghai and North China	Africa	Thursday, 13th, 3.00 P.M.
Haiphong	Lokang	Thursday, 13th, 5.00 P.M.
Straits, Bangkok, Bombay, Aden, Egypt	Teesta	Registration, 5.00 P.M.
and Europe via Suez	Letters	6.00 P.M.
Parcel		3.00 P.M.
Japan via Nagasaki, Honolulu, Canada, United States, Central and South America and Europe via San Francisco	Wills	Thursday, 13th, 5.00 P.M.
	Registration	Friday, 14th, 5.30 A.M.
	Letters	
Straits, Bangkok, Ceylon, Mauritius, South Africa, India, via Dhanushkodi, Bombay, Aden, Egypt and Europe via Suez	Kanada Maru	Friday, 14th, 8.15 A.M.
	Registration	9.00 A.M.
	Letters	
*Swatow and Hongkong	Dunera	Friday, 14th, 11.00 A.M.
Swatow, Amoy and Foochow	Hai Loo	Friday, 14th, 1.00 P.M.
Philippine Islands	Yuenang	Friday, 14th, 2.00 P.M.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India, via Dhanushkodi, Bombay, Aden, Egypt and Europe via Suez	Dunera	Friday, 14th, 1.15 P.M.
	Registration	2.00 P.M.
	Letters	
*Straits and Hongkong	Kanada Maru	Friday, 14th, 3.00 P.M.
Shanghai, North China, Japan via Nagasaki, Honolulu, Canada, United States, Central and South America, and Europe via San Francisco	Tenyo Maru	Saturday, 15th, 9.45 A.M.
	Registration	10.30 A.M.
	Letters	
Shanghai and North China	Chenau	Saturday, 15th, 2.00 P.M.
Swatow, Amoy, and Formosa via Keelung	Amakusa Maru	Sunday, 16th, 8.00 A.M.
Shanghai and North China	Sunang	Thursday, 20th, 11.00 A.M.
Straits and Bangkok	Hsiao	Saturday, 15th, 2.00 P.M.
Wohaiwei and Tientsin	Hsiao	Thursday, 14th, 3.00 P.M.
Shanghai and North China	Yungchow	Saturday, 22nd, 2.00 P.M.

* Subscribed correspondence only

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

COMERCIAL.

OPENING QUOTATIONS.

ON LONDON	February 12th.
Telegraphic Transfer	2/2
Bank Bills, on demand	2/2 1/2
Bank Bills, at 3 months' sight	2/2 1/2
Bank Bills, at 4 months' sight	2/2 1/2
Credit, at 4 months' sight	2/2 1/2
Documentary Bill, 3 months' sight	2/2 1/2
ON PARIS	
Bank Bills, on demand	419
Credit, at 4 months' sight	423
ON NEW YORK	
Bank Bills, on demand	75 1/2
Credit, at 60 days' sight	75 1/2
ON BOMBAY	
Telegraphic Transfer	nom.
Bank Bills, on demand	nom.
ON CALCUTTA	
Telegraphic Transfer	nom.
Bank Bills, on demand	nom.
ON SHANGHAI	
Bank Bills, at sight	nom.
Private, 30 days' sight	nom.
ON YOKOHAMA	On demand—145 1/2
ON MANILA	On demand—145 1/2
ON SINGAPORE	On demand—145 1/2
ON BATAVIA	On demand—145 1/2
ON HAIPHONG	On demand—145 1/2
ON SAIGON	On demand—145 1/2
ON BANGKOK	On demand—145 1/2
SOVEREIGNS, Bank's Buying Rate	\$ 6.30
GOLD LEAF, 100 fine, per tael	\$45.00
SILVER, per oz.	48 1/2

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, February 12th

	Previous Day	On Date	On Date
	at 2 p.m.	at 6 a.m.	at 2 p.m.
Barometer	30.16	30.03	30.07
Temperature	55	55	55
Humidity	75	85	89
Wind Direction	East	East	North
Force	2	4	2
Weather	0	0	0
Rain	0	0	0

Highest open-air Temperature on 11th 56

Lowest open-air Temperature on 12th 54

FRENCH LESSONS

G. MOUSSION.

15, MORRISON HILL ROAD.

WAI KEE.

FLAG & SAILMAKER.
No. 128, Des Vaux Road Central,
Top Floor,
HONGKONG.
Telephone No. 1833.

THE CIGARETTES WITH THE PEDIGREE

"THREE CASTLES"

THE NEW SIZED

"THREE CASTLES"

SUPER MAGNUMS.

The big brothers of the "Three Castles" family.

Sold in patent air-tight tins containing 50 Cigarettes.

ON SALE AT ALL TOBACCONISTS.

This advertisement is issued by British-American Tobacco Co., Ltd.

LANE, CRAWFORD & CO.

Shipehandlery Department.

HAVE JUST RECEIVED

FROM

W. F. STANLEY & CO.

DRAWING INSTRUMENTS, ETC.

Sets and Half Sets of Drawing Instruments in cases.

Spring Bows, Dividers, T. Squares, Parallel Rulers, Coloured Drawing Inks, Sectional Drawing Inks, also Nautical Sextants.

TO LET.
For Six Months from 1st April.
FIVE-ROOMED FURNISHED HOUSE on the PEAK.
Drawing Room, Dining Room, Three Bedrooms, Large Garden and Tennis Court (Grass).
Apply to—
Box No. 273,
Care of "Daily Press" Office.
(273)

TO LET.
A SHOP in Nathan Road, Kowloon.
A FLAT in Nathan Road, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings.

GROUND TO LET.
A T WHITFIELD ROAD, CAUSEWAY BAY, next to our Glass Factory, consisting of 16,000 Square feet, suitable for storing Coal, &c. From January 1st, 1919.
Apply to—
KWONG SANG HONG, Ltd.,
248, Des Vaux Road Central.
(140)

FOR SALE AT THE PEAK.
5 ROOMED HOUSE and BUNGALOW.
Apply to—
LINSTED & DAVIS,
Alexandra Buildings.
(190)

FOR SALE AT THE PEAK.
No. 2, MOUNTAIN VIEW.
Apply to—
H. E. POLLOCK,
Princes Buildings.
(114)

ANOTHER PLAN FOR "HOUSING SCHEME."
THE undersigned are now dividing a portion of Cox's Hill, Kowloon, into small lots, of about 3,000 to 4,000 square feet each.
A desirable spot for a Home, one of the FINEST SITES IN KOWLOON.
Persons desirous of acquiring ground there, Please Apply to—
J. M. ALVES & CO.
(283)

A COMPLETE AERATED WATER PLANT FOR SALE.
THE MACHINES are made by Messrs. Bratby & Hinchliffe, Ltd., Manchester, and guaranteed in perfect working order. This complete plant will turn out 2,400 dozen Aerated water per day, purchasers to take over about 6,000 dozen bottles at cost price.
Apply by letter—
"AERATED WATER PLANT,"
Care of Hongkong Daily Press,
or
Care of General Post Office,
Box No. 390.
(139)

DAIRY FARM NEWS

Butchers' Meats

BEEF. MUTTON. LAMB.

RABBITS. HARES.

SAUSAGES BRAWN.

PRESSED BEEF.

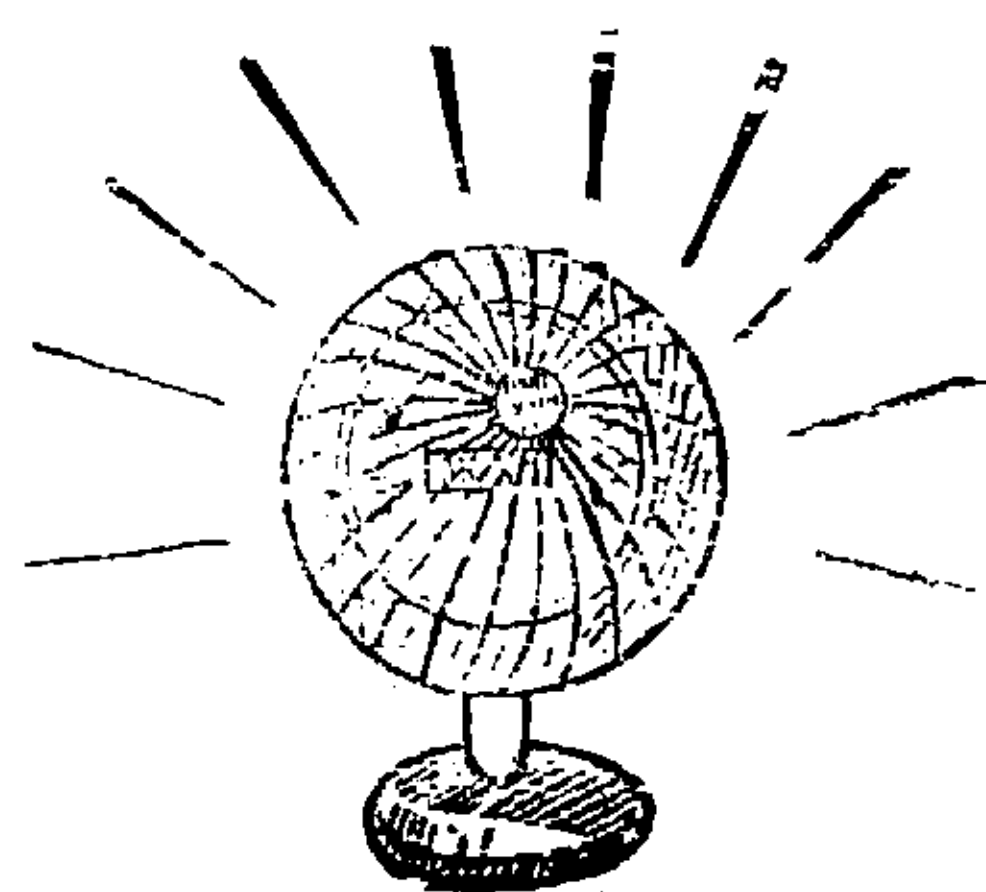
PURITY. EXCELLENCE.

ELECTRICAL FITTINGS

For the latest types of Lamps and Radiators.

Visit our Electrical Show Room at 14, Des Vaux Road.

One centre ceiling light replaces four or five ordinary bulbs and gives a more diffused light with the "Brascollite" Fitting.



The cool sensation will soon be on us, so book your order in time for an economical and cheerful "Majestic" Radiator.

WILLIAM C. JACK & CO., LTD.

BANQUE DE L'INDO-CHINE (FRENCH BANK).

Head Office: 15bis Rue La Fayette, Paris.
Capital ... Frs. 48,000,000
Reserves ... " 50,000,000

BRANCHES AND AGENCIES.
Bangkok, Hongkong, Saigon, Batavia, Mongtze, Shanghai, Canton, Nanchang, Singapore, Djibouti, Papeete, Tientsin, Haiphong, Pnom-Penh, Tourane, Hankow, Vladivostok, Hanoi.

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris, Credit Lyonnais, Banque de Paris et des Pays-Bas, Credit Industriel et Commercial, Societe Generale.
IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of banking and exchange business transacted.
A. SHIE,
Acting Manager.
Hongkong, Oct. 21st, 1918. 108

BANQUE INDUSTRIELLE DE CHINE.

SUBSCRIBED CAPITAL ... Frs. 40,000,000
PAID UP ... " 32,000,000
(1/2 of the Capital, i.e., Frs. 16,000,000 subscribed by the Government of the Chinese Republic.)

Chairman of the Board: Andre Berthelot
Directors: A. J. Perrotte
General Manager: A. J. Perrotte

HEAD OFFICE: 74, Rue Saint-Lazare, PARIS.
BRANCHES: Peking, Shanghai, Tientsin, Hongkong, Hankow, Hanoi, Saigon, Haiphong, Yunnanfu, Vladivostok.
BANKERS:
In FRANCE: Societe Generale pour favoriser le Developpement du Commerce et de l'Industrie en France.
In LONDON: London County Westminster & Parr's Bank, Ltd.
In NEW YORK: Joint City & Midland Bank, Ltd.

Correspondents in the Chief Commercial Centres of the World.
Telegraphic Address: CHIBANKIND.
Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold.
Terms on application.
Every description of Banking and Exchange business transacted.
Special facilities for French exchange.
M. ROUET DE JOURNEL,
Manager.
Hongkong Branch,
Queen's Building,
5, Queen Road.
Tel. 2440.
Hongkong, September 28th, 1918. 105

THE BANK OF TAIWAN, LIMITED (TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.
Capital Subscribed ... Yen 30,000,000
Capital (Paid-up) ... " 25,000,000
Reserve Funds ... " 5,000,000

HEAD OFFICE: TAIPEI, FORMOSA.
BRANCHES: JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moito.
FORMOSA—Gilan, Kagi, Karento, Keelung, Pindan, Shichiku, Makung, Taichu, Tainan, Takow, Tamsui, Toiyen, Aiko.
CHINA—Shanghai, Hankow, Kiating, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS: CAPITAL AND COUNTRIES BANK, LONDON AND SOUTH-WESTERN BANK, PARIS'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tientsin, Chosen, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, Africa, &c.
Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

NAOKICHI YANAGITA,
Manager.
HONGKONG BRANCH,
8, Des Vaux Road.
Hongkong, January 22nd, 1919. 152

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed on the Minimum Monthly Balances at 2 1/2 per cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABBE,
Chief Manager.
Hongkong, November 2nd, 1914. 10

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.
Paid-up Capital ... £1,000,000
Reserve Fund ... " 250,000
Reserve Liability of Proprietors £1,250,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
T. C. DOWNING,
Manager.
Hongkong, May 10th, 1917. 184

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$15,000,000
Reserve Funds: Sterling \$1,500,000, at 2/—\$15,000,000
Silver ... " \$18,500,000
Reserve Liability of Proprietors \$15,000,000

Court of Directors: Hon. Mr. P. H. HOLYOAK—Chairman.
O. T. M. EDKINS, Esq.—Deputy Chairman.
A. H. COMPTON, Esq. | Hon. Mr. D. Landale
Hon. Mr. S. H. Dodwell | W. V. D. Parr, Esq.
O. B. Gubbay, Esq. | W. L. Patterson, Esq.
J. A. Plummer, Esq.

Chief Manager: Hongkong—N. J. STABBE, Esq.
Manager: Shanghai—A. C. STEPHEN, Esq.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER & PARR'S BANK, LIMITED.

HONGKONG INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.
ON FIXED DEPOSITS.
For 3 months, 2 1/2 per cent. per annum.
" 6 " 3 " " " "
" 12 " 4 " " " "
N. J. STABBE,
Chief Manager.
Hongkong, October 16th, 1918.

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch St., London.
Authorized Capital ... £1,000,000
Subscribed ... " 1,125,000
Paid-up ... " 685,000
Reserve Fund ... " 650,000

BANKERS: THE BANK OF ENGLAND.
THE LONDON JOINT STOCK BANK, LIMITED.
Branches: Bombay, Calcutta, Hongkong, Koda, Penang, Rangoon, Singapore, Siam, Swatow, Tientsin, Yokohama.

Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.
C. L. SANDES,
Acting Manager.
No. 7, Queen's Road Central,
Hongkong, December 28th, 1918. 154

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